MOTOR BOAT & YACHTING

ROUGH WATER MASTERS ON TEST

POWER & GLORY

DALE CLASSIC 37

IRON BOATS 827

50-KNOT SENSATION

PLUS

SIRENA'S NEW CAT-A CRUISER

UK TO THE MED...

...in an old garden wreck we brought back to life!

TEAK CLEANING

How to make it look like new while lasting longer

CHRISTMAS GIFTS

To warm the cockles of every boat lover's heart

VISIT…

LANZAROTE
Caliente.COM

Sunseeker

Sunseeker | FIFA WORLD CUP Qatar2022

OFFICIAL LUXURY YACHT PARTNER

88 YACHT

To find out more please contact your local dealer at Sunseeker.com

London | +44 (0)20 7355 0980
info@sunseekerlondon.com
Poole | +44 (0)1202 666 060
info@sunseekerpoole.com

Southampton | +44 (0)1489 579 824
info@sunseekersouthampton.com
Torquay | +44 (0)1803 293 939
info@sunseekertorquay.com

Welcome...

It's easy to get hung up about buying the right boat. And rightly so – they are expensive things. But there is also something to be said for the more gung-ho approach of just getting on with it. Paul and Sally Weston are the perfect examples of this. They bought their modest 1990 Mitchell 31 Sea Angler back in 1999 when it was the ideal craft for taking their children and friends out for day trips around Poole harbour. But when the kids grew up it got moved to the back garden and largely forgotten about until 2017 when they decided something had to be done about it. The original plan was to clean it up and sell it for a few grand to put towards the purchase of a new sailing boat in a few years' time. But the more they thought about it, the more they wanted to get on with life. So they simply decided to go cruising in the Mitchell instead. At the time it was hopelessly ill-suited to living aboard, with no washing facilities and only a tiny cabin, but after fitting the basics they motored out of Portland and carried on going – all the way to the Mediterranean and back via the finest vineyards in France! You can read their remarkable story on p44. As Paul puts it, "On the face of it *Mitch* was not much of a cruiser but *Mitch* was the boat we had and since perfection is the enemy of progress, we decided to go cruising in it." I'll drink to that.

▼ SCAN CODE...
To receive our weekly *MBY* newsletter and exclusive offers

DON'T MISS OUT!

I always enjoy our annual Christmas gift guide for boating types, as much for the weird and wonderful gadgets as the more practical and (marginally) more affordable kit. But at the risk of blowing my own trumpet, it does ram home what great value a gift subscription to *MBY* represents. For as little as £21.99 you can buy a six-month subscription to the magazine and get a waterproof Overboard backpack worth £27.99 for FREE. See p80 for full details.

Hugo Andreae

MOTORBOAT
ROUGH WATER MASTERS ON TEST
IRON BOATS
POWER & GLORY
DALE CLASSIC 37
TEAK CLEANING
CHRISTMAS GIFTS

▲ SUBSCRIBE
Turn to page 80 or go to www.magazinesdirect.com for our latest subscription offers

▲ Online
Log on to www.mby.com

youtube
YouTube.com/ybwtv

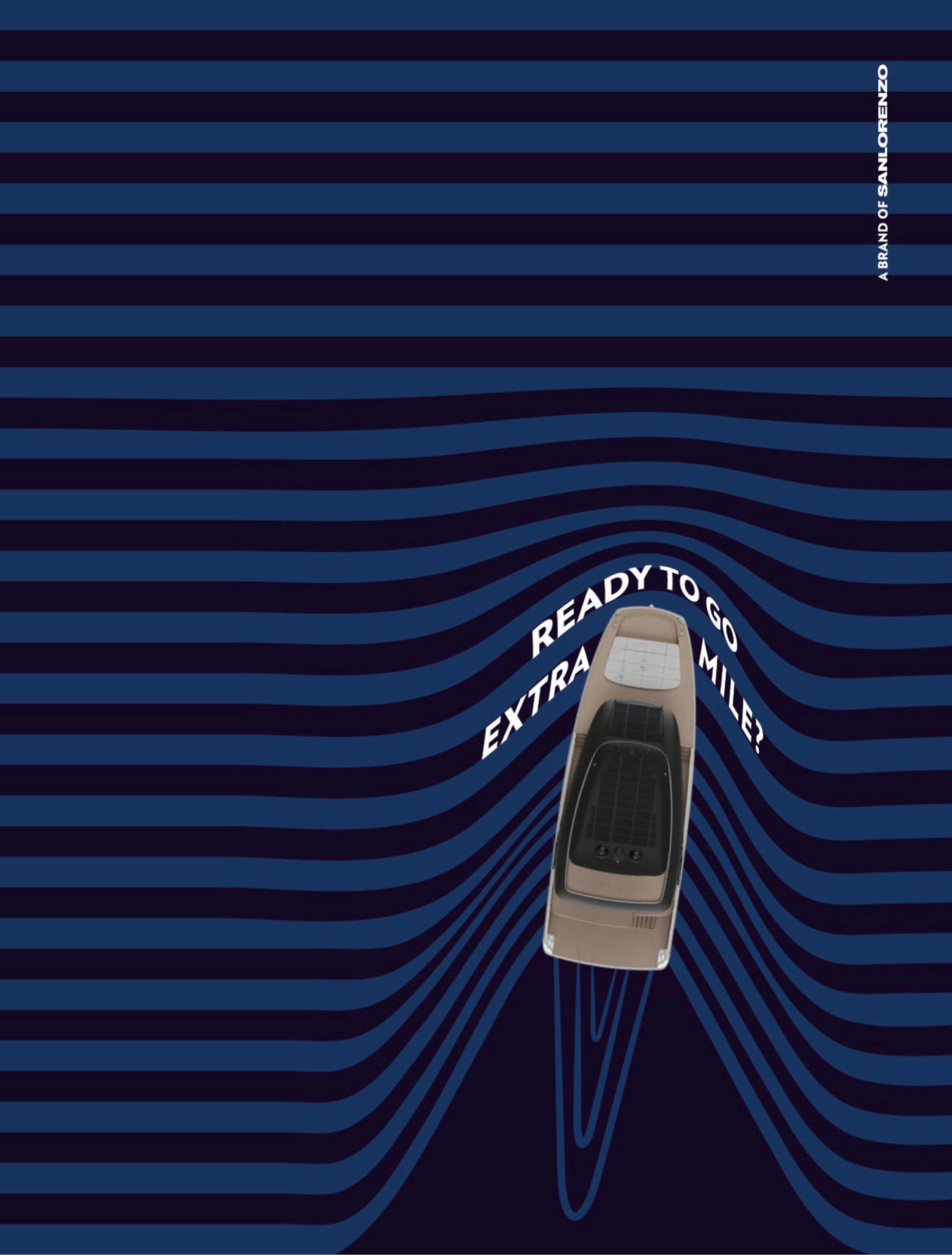
Facebook
@motorboatandyachting

twitter
@mbymagazine

BLUEGAME

BGM75 | For Bluegamers only.

Bluegame S.r.l. | Ameglia (SP), Italy | +39 0187 618490 | info@bluegame.it | **bluegame.it**


READY TO GO
EXTRA MILE?
A BRAND OF SANLORENZO

44

68

Contents

80 SUBSCRIBE AND SAVE NOW!
35 YOUR *MBY* 21 AQUAHOLIC 22 BOAT CUISINE
92 OUR BOATS 122 COOL BOATS

10 **TOP 10 NEWS STORIES**
Pardo's 75ft flagship; Sunreef's future-proof hybrid; Riva's 180th anniversary Aquariva; and a pre-launch peek at Galeon's astonishing new 560 Fly

24 **NEW BOATS**
This month's best new boats, including the Pearl 72, the Zeelander 6 and a brave new take on the Mediterranean day cruiser from FIM...

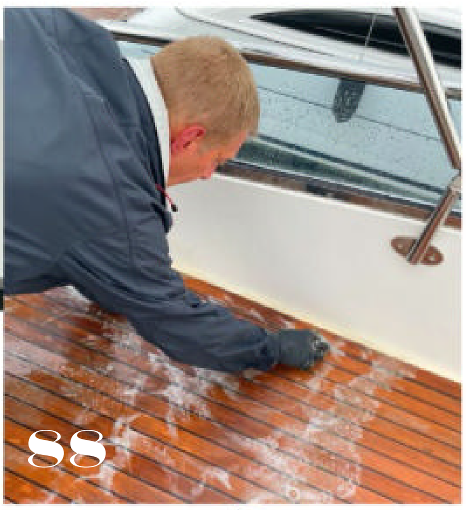
32 **AWARDS FINALISTS**
We reveal the 36 shortlisted boats for the 2023 Motor Boats of the Year and details of how to nominate companies for the customer service award

38 **IRON BOATS 827** TESTED
Behind the wheel of the new Mannerfelt-inspired thoroughbred. Is this the best driver's boat £100K can buy?

44 **BLISS ON A BUDGET**
From Portland to the Med and back: cruising France's finest wine regions on a renovated 31ft fishing boat

52 **DALE CLASSIC 37** TESTED
Peerless quality, perfect looks. A modern classic from Arthur Mursell and the Welsh wizards at Dale

60 **IRISH ADVENTURE PART 2**
In the second part of his Irish odyssey, John Boyle explores the magical coastline of County Cork


88

MOTOR BOAT AWARDS
PROUD SPONSORS
SLEIPNER
Ocean born. Tech bred.
2023

38

68 **CHRISTMAS GIFT GUIDE**
From boots and binos to jetpacks and jackets, make Christmas count with 15 gifts any yachtsman would love to receive

72 **SIRENA 78** TESTED
Refined, versatile and ingenious – we put this Category A cruiser through its paces to see if it lives up to its billing

82 **HUMPHREE LIGHTNING**
Everything you need to know about Humphree's new auto trim and stabiliser system

84 **NEW GEAR**
Lumishore smart lighting, Arlo wireless security and a submersible superyacht from U-Boat Worx

88 **HOW TO: CLEAN YOUR TEAK**
Whether you favour acid or eco-friendly soap, Jon Mendez has the know-how to bring your teak back to its best

90 **OUR BOATS: INTO THE WILD**
John Mendez fulfils a lifelong ambition with a trip out west to the Isles of Scilly

94 **USED BOAT: NORD WEST 390**
Looking for a tough Nordic flybridge cruiser? At around £200K, the Nord Star 390 could be the perfect solution

99 **FIND ME A: 4-SEASON CRUISER**
Year-round fun from the masters of the art: Dale, Targa, Aquastar and Sargo

HUMPHREE
82

TIMELESS PERFORMANCE

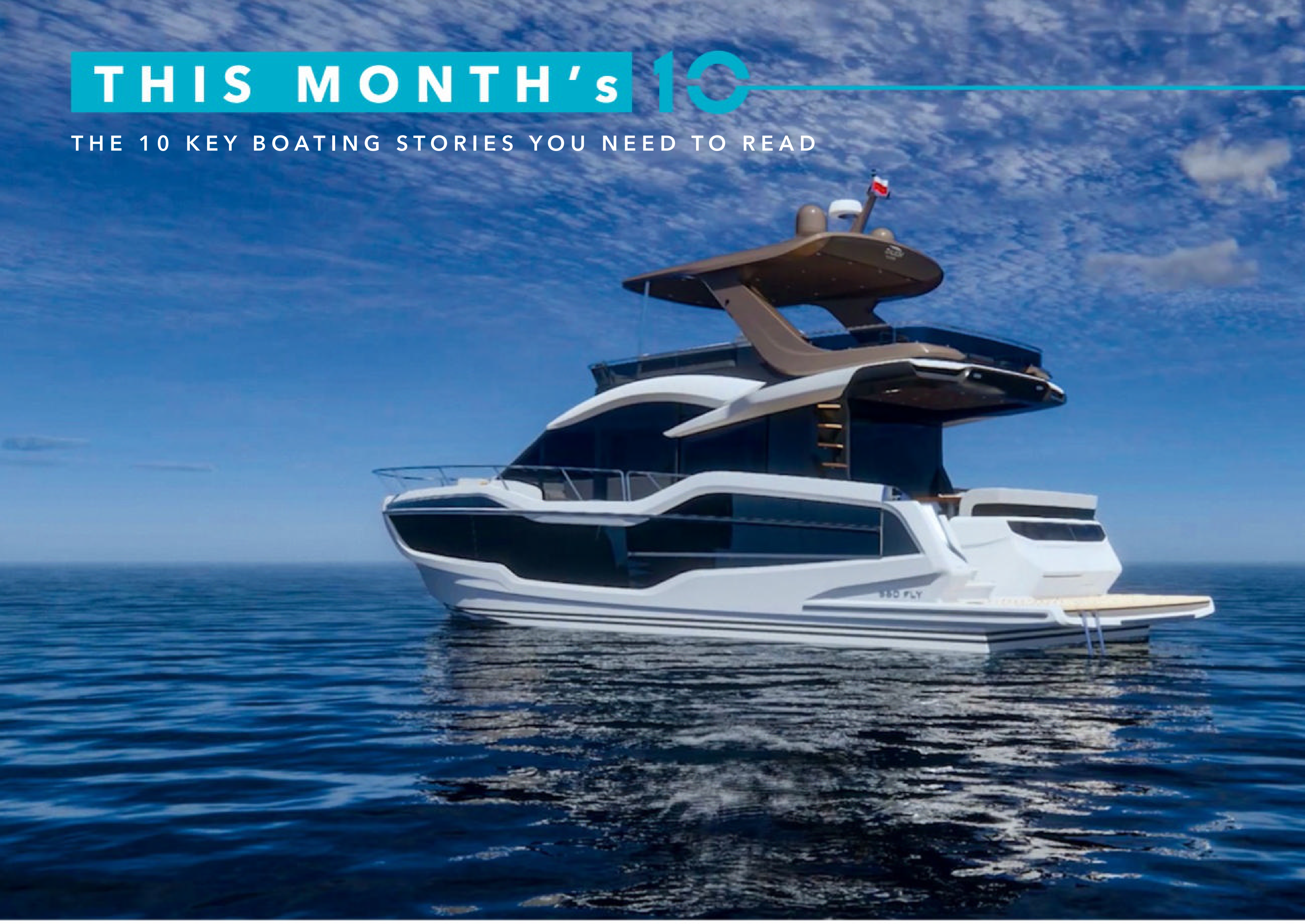
Saxdor 320 GTO Starting price 111050 €*)

* Saxdor 320GTO Starting MSRP including Mercury 300 hp engine.
Ex factory (not including VAT, dealer fees, taxes, other fees or destination charges) pictured boat is equipped with options.

www.saxdor.com

MOTORBOAT AWARDS
SLEIPNER
2022
WINNER
BEST OF BOATS FINALIST 2021 INTERNATIONAL
BOB
AWARD
SAXDOR

SAXDOR
YACHTS



1

GALEON'S GLASSY NEW 560 FLY

Galeon is once again pushing the boundaries of flybridge yacht design with a daring new 560 Fly model due to be launched at the Düsseldorf show next month. This all-new Tony Castro-designed boat replaces the outgoing 550 Fly and as with its predecessor features a raft of striking new innovations. Foremost among these are glass inserts in the folding bulwarks/side terraces that not only give guests a better view out from the cockpit and saloon when raised but also allow you to stand or sit on the reinforced glass looking directly down at the water when lowered. They also significantly increase the size of the cockpit, expanding the already wide beam measurement from 15ft 10in to 22ft 4in.

As with the 500 Fly, the port side terrace turns into an attractive bar area with the aid of a couple of plug-in stools and an opening window into the aft galley, while the starboard side one has a sofa that can either face into the saloon when closed or out over the sea when folded down.

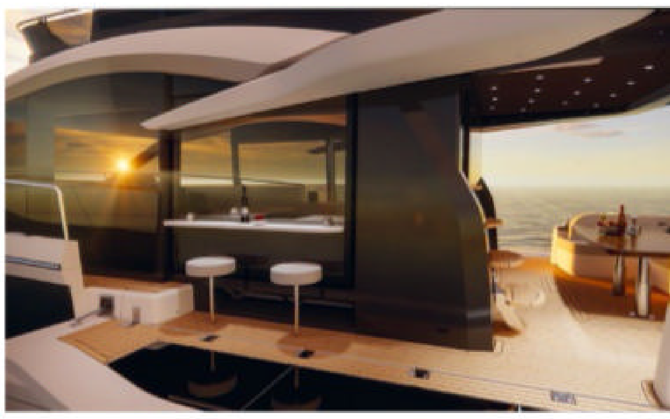
These new folding bulwarks form part of a continuous run of glazing that extends almost the full length of the topsides from the transom to the bow, promising exceptional levels of natural light below decks.

Another step change is the introduction of a heavily flared bow above the waterline that gives it a distinctive shovel-nosed appearance. Similar in style to the 325 GTO, it creates a much wider foredeck than normal as well as a more spacious forward VIP cabin. That extra foredeck width has been put to good use with a big outdoor bow lounge featuring twin sofas and a sunbed but not the electric sliding benches we've seen on some models.

The flybridge also boasts two matching C-shaped dinettes on either side that can be joined in the middle to create one large dining area spanning the entire width of the flybridge.

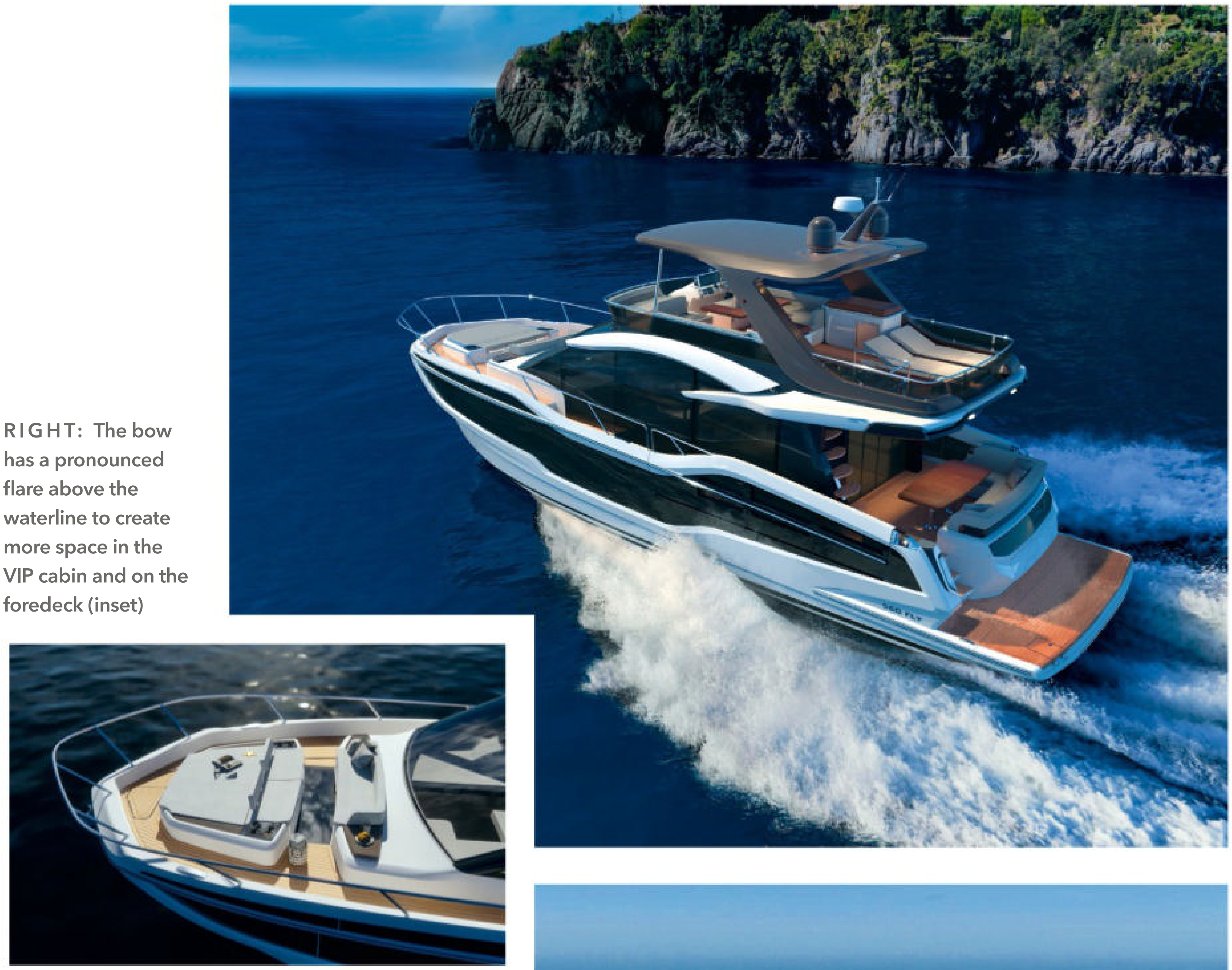
ABOVE: A strip of glass runs all the way from the bow to the stern, including the folding aft terraces

BELOW: The folding aft terraces have glass inserts allowing guests to view the water beneath them while sitting at the bar



THE EDITOR'S VIEW...

You've got to hand it to Tony Castro and the team at GALEON YACHTS. Every time I think that's it, there's no way they can come up with any more brave new ideas for the next boat, they manage to confound me with something that doesn't just look good but adds real value to the way it's used. Roll on the next set of innovations!

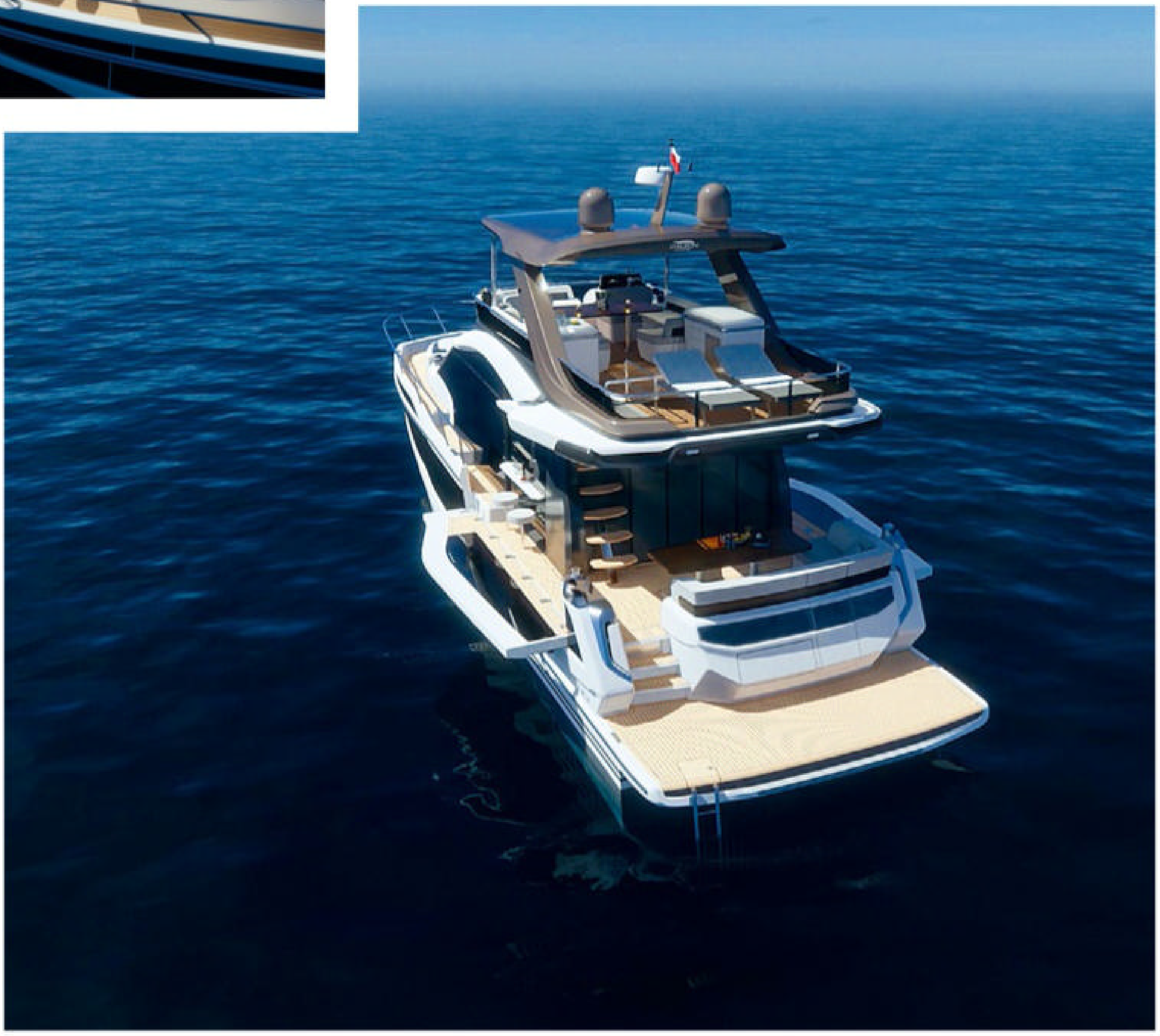


RIGHT: The bow has a pronounced flare above the waterline to create more space in the VIP cabin and on the foredeck (inset)

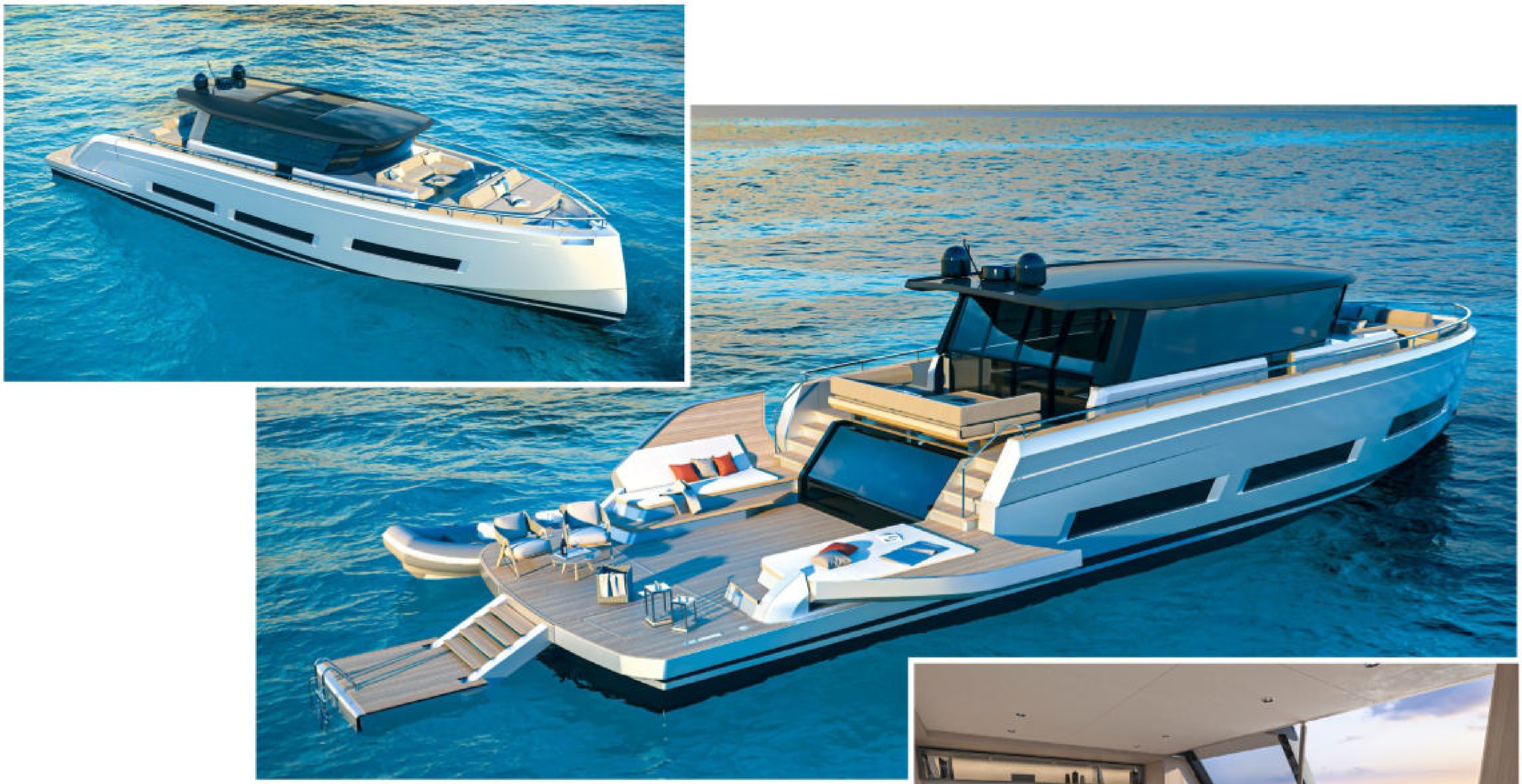
The lower-deck layout comprises three cabins and two bathrooms. The full beam owner's cabin is amidships with its ensuite by the cabin door, a forward-facing centreline bed and flanking mini-sofa and vanity desk.

The VIP is up front and has a conventional aft-facing bed with plenty of headroom and more space around the bed than normal thanks to that flared bow and high foredeck. Big hull windows and a skylight should make it exceptionally bright. It shares its Jack-and-Jill ensuite with the starboard side twin. There is also a generous crew cabin tucked astern with discreet access through a door in the transom.

With an LOA of 58ft 5in (17.82m), the 560 Fly fills the slot between the 500 Fly and the bigger 640 Fly. Power comes from either 800hp or 900hp Volvo Penta D13s on V-drives which should deliver maximum speeds of 30-32 knots. UK prices start at £1.37m ex taxes but expect a typical delivery to weigh in at around £2m, including VAT and a generous set of extras. Some of the big-ticket options include a Seakeeper 9 gyro-stabiliser, a wide range of exotic veneers and finishes inside, and metallic hull paint outside.



ABOVE The hull and superstructure are resin infused GRP but the flybridge and hardtop mouldings are carbon fibre to help keep the centre of gravity low



2 PARDO'S NEW FLAGSHIP

ABOVE: The folding terraces can be set at any angle to act as a backrest to the bench or as a flat sunpad

Pardo has unveiled the first renderings of its new flagship GT75. Penned by Zuccheri Yacht Design and Nauta Design, this two-deck walkaround strikes an aggressive pose with a reverse-angled bow and forward-raked windshield and saloon doors.

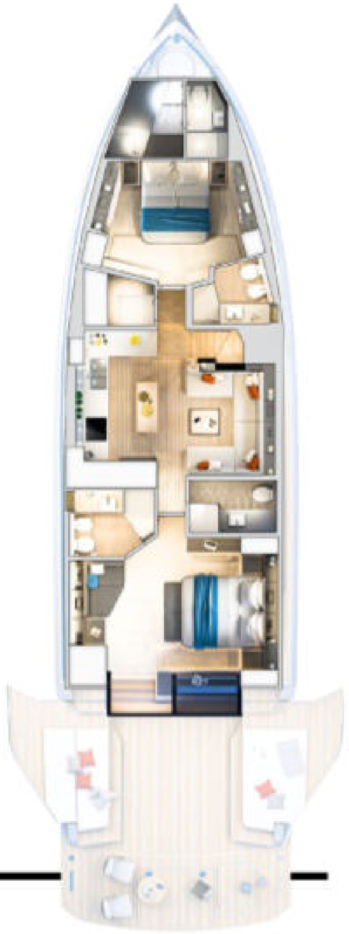
However, the big excitement is a huge new beach club zone spread across three different levels and featuring a number of enticing new ideas. The fold-down terraces are particularly unusual as they are set higher than normal and can be adjusted to any angle, allowing them to be used as high-backed sofas, relaxed sunloungers or glorified diving platforms. The space between them can be left open for free-standing furniture and tender stowage or fitted with a huge central sunpad above an enclosed tender garage. If you opt for the former you can also have direct access to the beach club from the owner's cabin through a set of steps leading up to sliding glass doors. The alternative is a more conventional owner's cabin with a forward-facing bed and no aft access.

The main cockpit is at the same level as the saloon with walkaround side decks leading to another big entertaining space on the foredeck with yet more seating, dining and lounging options. The main saloon is relatively compact in comparison to the open deck spaces with a lounge and galley area aft, a three-seat bench behind a centreline helm, side-deck doors on both sides and a dog-leg staircase to starboard to access the lower deck.

There is also an option to have the galley on the lower deck instead, where it occupies one side of an unusually big lower saloon amidships. In both cases, there are just two double ensuite cabins, the owner's aft and a VIP forward, although there is a third bathroom down here for day guests to use. There's also crew space in the forepeak.

Power comes from triple Volvo pod drives: IPS900, IPS1050, IPS1200 or IPS1350, so performance should be particularly punchy. Expect the top speed with the biggest engines to reach the mid-30s.

INSET: The owner's cabin of the beach club version has direct access to the aft deck



3

MY CARAMBA IS BACK

An old *MBY* favourite, *MY Caramba*, is now back in the Mediterranean following a 15-month restoration at Stirling & Son in Plymouth. This beautifully proportioned 63ft gentleman's motoryacht – complete with Portuguese bridge, faux funnel and canoe stern – departed the yard at the end of the summer and is now in Greek waters with her new owners, who acquired her in 2020.

Designed by Fred Parker and built at J Samuel White in Cowes, Isle of Wight, *MY Caramba* was first featured in *MBY* just prior to her original launch in May 1962, when we declared her to have been "robustly constructed" in steel and aluminium. She then spent the next four decades cruising extensively around the Mediterranean with various owners, until she was purchased by Philip Hardstaff, who brought her back to the UK through the French canals in the early Noughties and later recounted his stories in *MBY's* October 2012 and July 2013 issues.

The work list at Stirling & Son was extensive. Almost all of the underwater framework and plating, about 30% of the topside plating, and all the steel decks were renewed. The aluminium superstructure was repaired in places and raised by 150mm to increase headroom in the main saloon. Everything was removed from the engineroom and either refurbished or replaced, including the original twin 127hp Gardner 6LXB diesel engines, which were extracted for the first time through newly created soft patches, "zero-houred" and reinstalled. The original manual davits were electrified with their motors fitted discreetly below deck. And the interior joinery was all removed to allow access for the hull and deck repairs and later recreated using cherrywood, which was stained using Van Dyke crystals obtained from crushed walnut husks. She now has three guest cabins.

TOP: Her original launch in 1962

ABOVE: *MY Caramba* has graced the pages of *MBY* several times over her decades-long career

LEFT: The refurb was extensive and included renewing most of the underwater framework plus the removal and recreation of all the interior joinery

4

SUNREEF TO BUILD A FAST HYBRID

Catamaran specialist Sunreef has released renderings of a stunning new hybrid-powered 55 Open. This sleek new model with its reverse bow and forward-raked windscreen sports a walkaround deck and fold-down aft terraces that extend an already wide cockpit even further. Despite what looks like an enclosed wheelhouse amidships, it's actually open at the back, providing a seamless connection between the sunbathing area aft and the covered cockpit and helm station further forward.

The accommodation features two ensuite doubles forward, one in each hull. Both have similar-size aft-facing beds but the standard layout shows a larger cabin to port with quite a bit more floor space than the starboard one. This leaves room for a third single cabin to starboard with a transverse bed and a heads compartment, so could be suitable for either a single guest or a crew. There is also space aft of the enginerooms for storage or another crew berth if required. As this is billed as a semi-custom offering, alternative layouts may be possible.

Although Sunreef has confirmed it will offer a hybrid engine option, details of its powertrain are still under wraps. The renderings show a full planing hull with what appears to be surface drive rooster tails streaming out the back. However, it's not clear whether this means a mixture of electric motors for silent low-speed running and diesel engines for efficient, speedy cruising, or some other combination.

Interestingly the 55 Open will not be built at Sunreef's facilities in Poland, but at a new facility in the UAE. Despite not yet releasing a public price list, Sunreef claims to have taken orders for six 55 Opens during the Fort Lauderdale Show.

ABOVE: The 55 Open is described as a fast hybrid but no details of the engines or speed have yet been confirmed

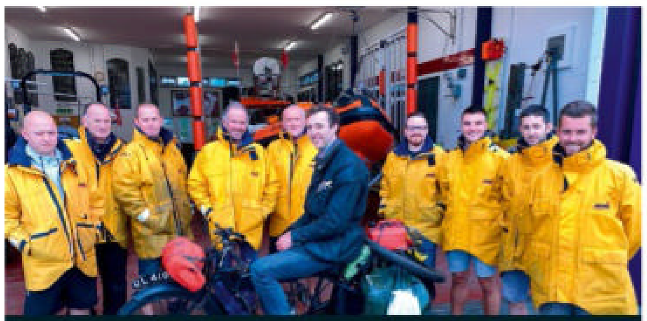
BELOW: The vast beach club terrace is open to the cockpit seating and helm station under the hardtop

5 CLASSIC CARS & BIKES BOOST RNLI

A collection of classic cars has helped raise thousands of pounds for the RNLI. The H&H Classics auction, held at the Imperial War Museum Duxford, included 15 vehicles owned by the estate of the late banker and avid sailor Robert 'Bob' Furniss Rider. The cars were sold without reserve and raised a whopping £1.1 million. As the residual beneficiary of his will, the RNLI does not yet know how much it will receive from the auction but the high figure bodes well for the charity.

The most valuable lot was a Rolls-Royce Phantom II Continental Sedanca Coupe, which sold for £170,000; the oldest was a 1924 Bentley Vanden Plas Tourer, which raised £140,000.

The RNLI's Head of Legacies, Helen Hopkins, said that gifts left in wills are a hugely important part of the charity's income, making six in 10 lifeboat launches possible.



Vintage motorbike owner, Harry Bott, 23, also did his bit for the RNLI after completing an 8,000-mile charity ride around the British and Irish coastlines on his 1930s Sunbeam.

Harry made it his mission to visit all of the RNLI's lifeboat stations across England, Scotland, Wales and Northern Ireland, as well as the Republic of Ireland and the Channel Islands. He began his journey back in early April and finally arrived at his 238th and final station (Southend-on-Sea) on 15 October. He raised nearly £7,000 in the process.

The bike belonged to his great-grandfather and has a top speed of 45mph. He and his father restored it after finding it in a family barn where it had lain unused for 70 years.

RNLI 13-42
RNLI 13-42

RIGHT: The classic cars belonged to the late Robert Furniss Rider, an avid sailor. The auction raised £1.1m

TOP RIGHT: Harry Bott's two-wheeled lifeboat station pilgrimage raised £7,000 for the RNLI

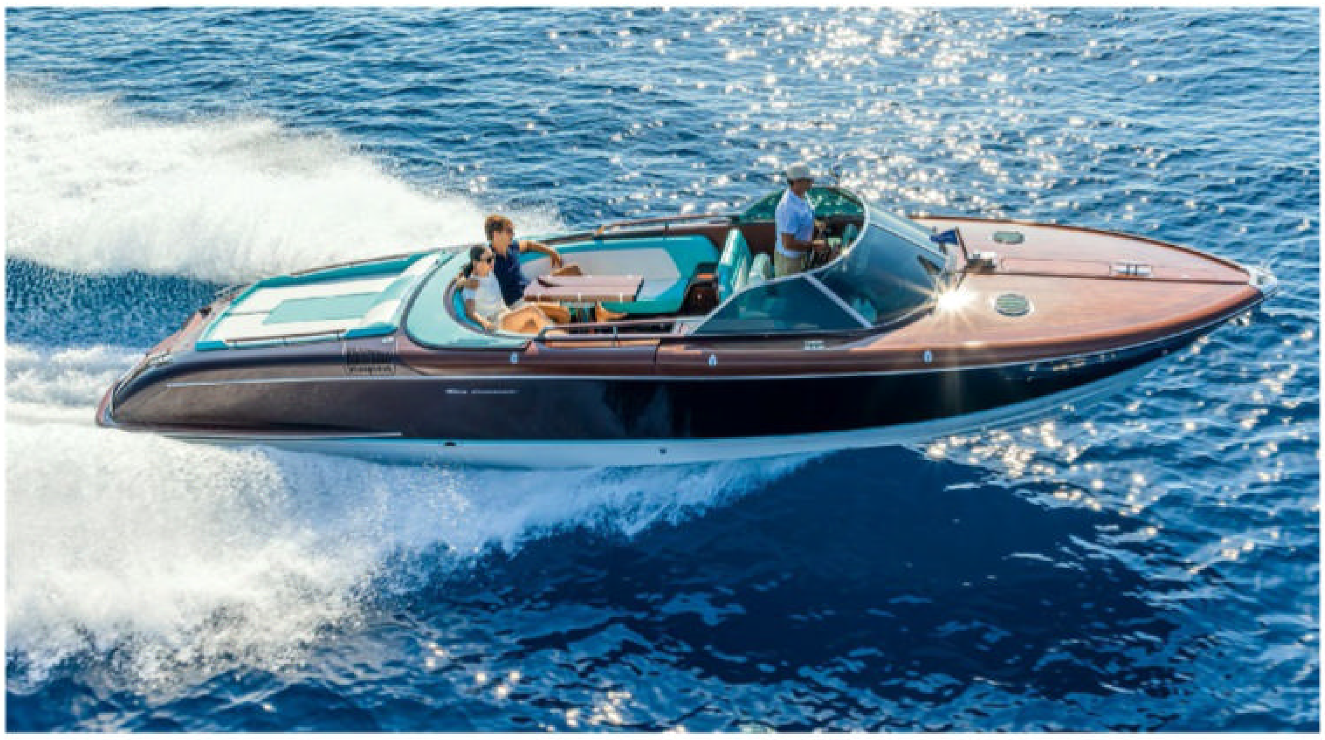
6 RIVA CELEBRATES ITS ANNIVERSARIO

Riva is building a limited-edition version of its gorgeous Aquariva runabout to mark its 180th birthday. The model has been named the Riva Anniversario. Only 18 examples will be built, one for every ten years of the brand's existence.

Although it features a composite GRP hull with polished mahogany planking on the foredeck, rather than a full wooden hull, many of its styling cues are taken from the iconic 1960s Aquarama, which also turns 60 this year.

Measuring 33ft long and with a top speed of just over 40 knots, the Anniversario is powered by twin 370hp Yanmar 8LVs hooked up to electronically controlled two-speed gearboxes.

One of the 18 examples built is being donated by Riva's parent company, the Ferretti Group, to David Beckham's 7 Fund, which raises money for UNICEF and particularly disadvantaged children in El Salvador. Beckham is himself a Riva owner and serves as a brand ambassador for the company.



LEFT: The Anniversario is a suitably elegant tribute to Riva's 180 years of luxury boat making

PRINCE
WALLY
FERRETTIYACHTS
CRN
PERSHING
itama
Riva
MOCHI CRAFT
CRN
CUSTOM LINE
V40

TOP: Covid may have scuppered the last two Düsseldorf shows but it's back in a big way this year

7 DÜSSELDORF SHOW IS BACK WITH A BANG

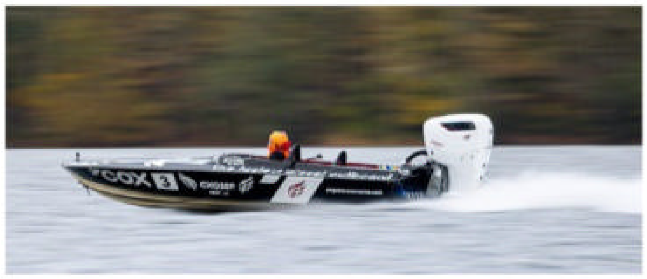
Boot Düsseldorf, the world's largest indoor boat show, will open its doors for the first time in three years on 21 January 2023. The event, which usually takes place every year, had to be cancelled in both 2021 and 2022 due to pandemic travel restrictions.

This year the nine-day Saturday-to-Sunday exhibition is expected to be busier than ever, with around 1,600 exhibitors from 50 countries showing their wares at the Messe Düsseldorf showground.

The motor boat halls are likely to be particularly well attended due to a number of major world premieres from the big British and European brands. Sunseeker is launching its new Superhawk 55, Princess is unveiling an all-new S72, and it will be the first European showing of the new Pearl 72. Other world debuts include the Galeon 560 Fly, Bavaria SR33, Absolute 52 Fly, and Azimut S7, among others.

The show runs until Sunday 29 January and is open daily from 10.00am until 6.00pm. Tickets can be purchased online at www.boot.com

For a full preview of all the major new motor boat launches pick up next month's issue of *Motor Boat & Yachting*, on sale 5 January.



INSET: Cox Marine's *Pegasus*, piloted by Adam Brown, set a new diesel outboard speed record on Coniston

8 OUTBOARD DIESEL RECORD

Cox Marine set a new speed record for diesel outboard engines at the 50th Coniston Power Boat Records Week in November.

A single stock 4.4-litre 300hp Cox CXO300 fitted to the transom of a Hallett Vector 21 race boat called *Pegasus* broke its own record four times before delivering a final-run average of 62.27mph. Piloted by seasoned powerboat racer Adam Brown, the engine was fuelled by HVO100, a form of renewable diesel made from hydrotreated vegetable oil that is chemically identical to mineral oil diesel and far better suited for marine engines than first generation bio-diesels. Cox claims its engine offers a 28% fuel saving over an equivalent 300hp petrol engine and, when burning HVO100, a net CO2 emissions reduction of 92%.

See next month's *MBY* for a full report on HVO100 and the hopes of a greener future for marine diesel engines.

BELOW: The timeless Nidelv 950 S-line is ideal for rivers and harbours

9 CRUISING CLASSIC REBORN

Chertsey-based Karl Farrant Marine Sales has started importing the classic Nidelv 950 S-Line river and coastal cruiser.

This much-loved Scandinavian design started out as a Northstar but the rights and tooling were recently acquired by the Dutch yard, Smelne, which has engaged Norwegian boatbuilder Nidelv to build them in sets of five.

The canoe-sterned faux-clinker 950 S Line is available with a single inboard 110hp Volvo Penta or Yanmar diesel shaft drive engine for a maximum speed of around 15 knots. Sailaway prices in the UK start at £219,750 including VAT.

Karl Farrant has been working with Smelne for more than 20 years and plans to keep one or two 950 S Line demonstrators in stock for UK customers to view.

10 MDL TO MOVE FOR HIS MAJESTY

MDL Marinas has moved the dates of the next South Coast Boat Show to avoid a clash with King Charles III's coronation on May 6. The 2023 show will now take place from 21-23 April at its usual Ocean Village Marina venue.

"Following consultation with our exhibitors, we've decided it's in everyone's best interests to move the dates of the show," says Tim Mayer, MDL Marinas' sales and marketing director. "The coronation of the King is a major event, which quite rightly will see many people watching from London in person or at home on television."

The show will also absorb the Green Tech Boat Show, which has previously been a separate event based at Plymouth's Queen Anne's Battery Marina.

Photos by Alberto Cocchi
Navetta 75
THE ABSOLUTE SPHERE
What if perfection had a shape?
Discover more at navetta75.absoluteyachts.com
ABSOLUTE
www.absoluteyachts.com

JOIN US AT
THE **BOOT DÜSSELDORF**, FROM 21ST TO 29TH JANUARY 2023, HALL **06** - STAND **B28**
FIND YOUR NEAREST DEALER AT **WWW.ABSOLUTEYACHTS.COM**

Powered by VOLVO PENTA

XO
CROSSOVER™
Deep-V Hull Aluminium Boats

THE BALTIC SEA EXPEDITION

The largest archipelago in the world can be found in the Baltic Sea between Finland and Sweden, where the pristine environment offers numerous opportunities for offshore cruising and adventures. XO's video documentary of one extraordinary expedition is out now: we packed our new DFNDR 9 full of camera gear and invited Alex Smith from Motorboat & Yachting to join us for a four days cruise from Helsinki to Stockholm.

You can follow our journey and Alex's documentary of the ultimate boat test on our webpage: www.xoboats.com/journey

xoboats.com

FOR THOSE WHO PREFER TO DIP A TOE.

SHARED OWNERSHIP. CRUISING FROM 2024.

NEW Princess F55 1 Crew, 6 Guests

Cost per 1/8 share
£230,000 ex tax

1 share equals
5 weeks use per annum

2019 Princess F70 2 Crew, 8 Guests

Cost per 1/8 share
£330,000 inc tax

1 share equals
5 weeks use per annum

ENJOY LUXURY AFLOAT WITH THE MANAGEMENT TAKEN CARE OF FOR YOU.

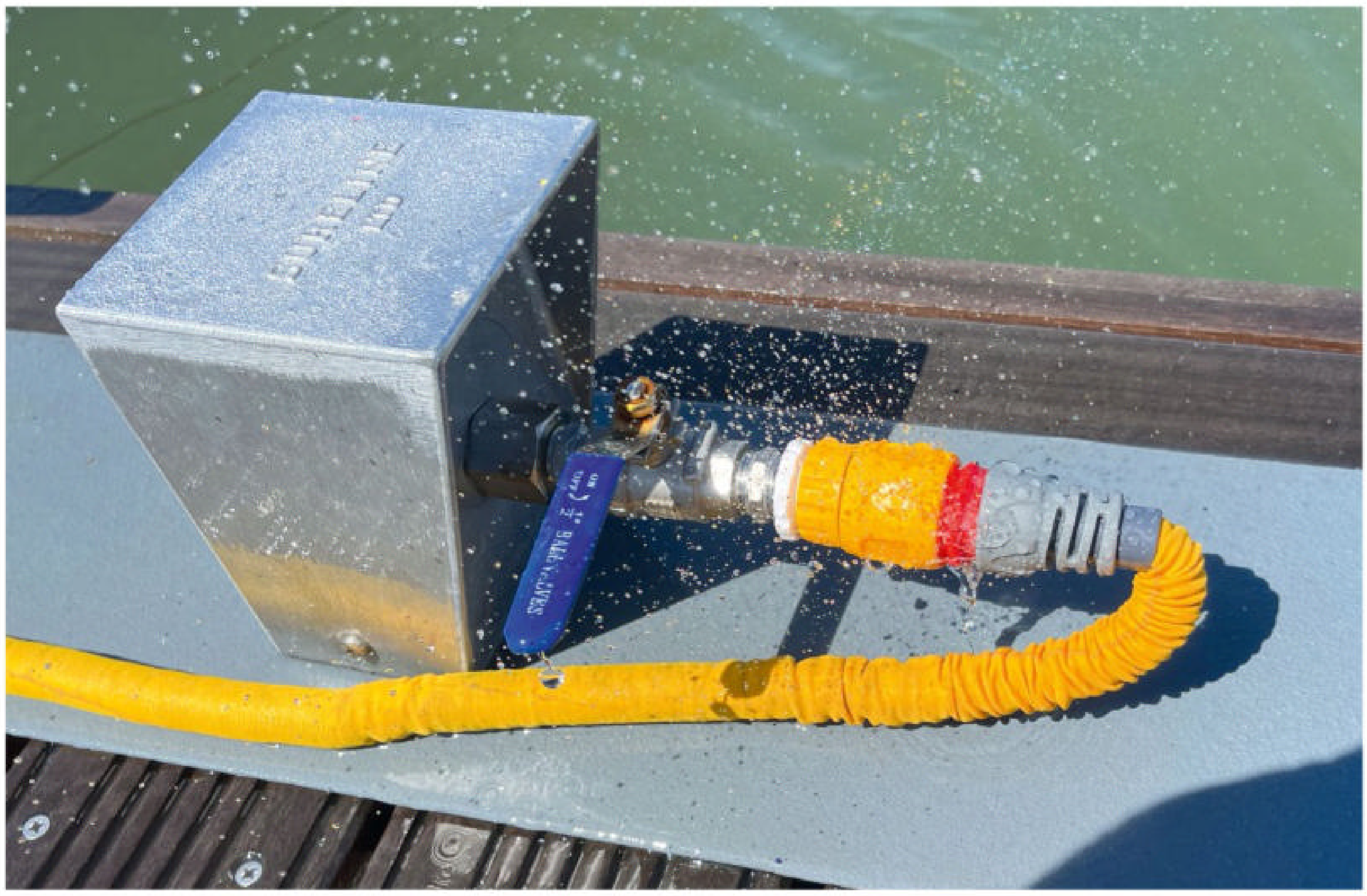
Start your shared ownership journey, email **info@yachtquarters.com** or call **+44 1489 557755**

Buy more shares to get more time on board. **Find out more at yachtquarters.com**

PRINCESS
OFFICIAL DISTRIBUTOR
UK / SPAIN / GERMANY
PORTUGAL / TURKEY

PRINCESS MOTOR YACHT SALES

YACHTQUARTERS
Shared ownership



AQUAHOLIC

Nick Burnham: I have to say that the marina has been absolutely terrific

Our first season at Noss on Dart Marina on the River Dart has flown by. I've owned or shared boats in Torquay harbour on and off for 30 years so I was a little trepidatious of the move, but I'm glad to say that it's really paid off, bar a couple of tiny glitches.

The first you'd never imagine could be the problem that it is, and it's that the freshwater taps on the marina are only a couple of inches above the deck and stick out sideways. I guarantee the genius who came up with that idea has never tried to fill a bucket with water from one. It's not just the bucket thing, most of us these days use collapsing hoses. These brilliant space-saving devices shrivel when empty to a fraction of their size. Plug them in and turn on the tap and the water pressure extends them back out to full length. All very marvellous unless you have a tap that points away from your boat. Then the sharp 180° corner in your hosepipe is fine until you start using it, the pressure drops a bit, and that tight bend folds in on itself, effectively blocking the hose.

The other issue is time ashore. One of the biggest draws of life on the river is to keep the boat afloat for most of the year but I'm a big believer in letting the boat dry out with a couple of months ashore too. Fortunately, Noss on Dart allow "up to eight weeks ashore for free", a big factor in justifying paying more than double my previous berthing costs. However, when I tried to book my eight weeks, I was told by the marina that I couldn't have all eight of them unless I could justify them. Apparently I don't get to choose my "up to", they do. It's in the small print, but imagine taking on a mobile phone contract that allows "up to eight hours of free calls a month" and then being told you can only actually have two hours, unless you could justify the additional call time to them.

But beyond those mild frustrations, I have to say that the marina has been absolutely terrific. I no longer gaze out from home upon a white-fringed bay in strong easterly winds and imagine my boat bucking and crashing about in its berth (the Town Dock marina in Torquay can get vicious). Also, we didn't ever stay on our boat in Torquay, we always used it purely as a jumping off point, heading elsewhere. At Noss, occasionally we'll go down for a weekend and don't even start the engine, it's just such an incredibly peaceful and pretty place. Maybe we'll launch the tender for a gentle potter down to Dartmouth for dinner. It is, frankly, brilliant.

But the best bit is that, apart from our (contested) few weeks ashore, our boating life doesn't have to grind to a complete halt for five months this coming winter. The boat is safe and big easterlies no longer stop play.

ABOVE: **Nick's collapsible hosepipe causes havoc with the taps at his new Noss on Dart marina berth**

Follow AQUAHOLIC at youtube.com/aquaholic

BOAT CUISINE

You might think boaters would give a wide berth to a restaurant with a name like this. But don't, says Phil Sampson, especially if you want a steak cooked just the way you like it

ON THE ROCKS

YARMOUTH

When I began boating Mrs S bought me a book, presumably to give me a shove in what she considered to be the right direction. Entitled *Shipwrecks of the Wight*, it reveals how thousands of boats have perished around the island over the years. Floundering on the rocks was how many of them ended up, so it was with some trepidation that I reserved a slot at an eatery of that very name a month or so ago. But I needn't have worried, for as many boaters venturing to the Isle of Wight know full well, On the Rocks is a great place to end up after a day at sea.

Located in Yarmouth, a stone's throw from the Needles, Shingles and multiple other nautical hazards, On the Rock's proposition is deliciously simple. There are no starters, or even a proper menu as such, just a list of main courses. Pick your favourite cut of steak, or seafood, lamb, chicken or halloumi and that's it. Regardless of what you choose, every dish comes accompanied by a bottomless portion of fries and salad. Oh, and there's one other thing: you also get your very own 'rock' – a pre-heated stone upon which to cook your food – for this is a do-it-yourself culinary adventure.

Hebe, the assistant manager, explained that the rocks are volcanic and heated to 460°C in a process taking seven hours. I didn't happen to have a thermometer on me to check my rock's temperature, but watching my ribeye sizzle its way to the table, with a pall of smoke in its wake, convinced me Hebe knew exactly what she was talking about.

Sitting forlornly next to my part-cooked steak were a gaggle of uncooked king prawns, my side dish to be lobbed onto the rock at the moment of my choosing. And that's an important point, for the experience is all about enjoying food exactly as you like it – rare, medium or well-done steak, moist or well-cooked prawns; it's entirely up to you as you do the cooking. It also means, of course, there's nobody else to blame if you get it wrong. Maybe that's why Hebe was so cheerful.

GETTING THERE BY BOAT

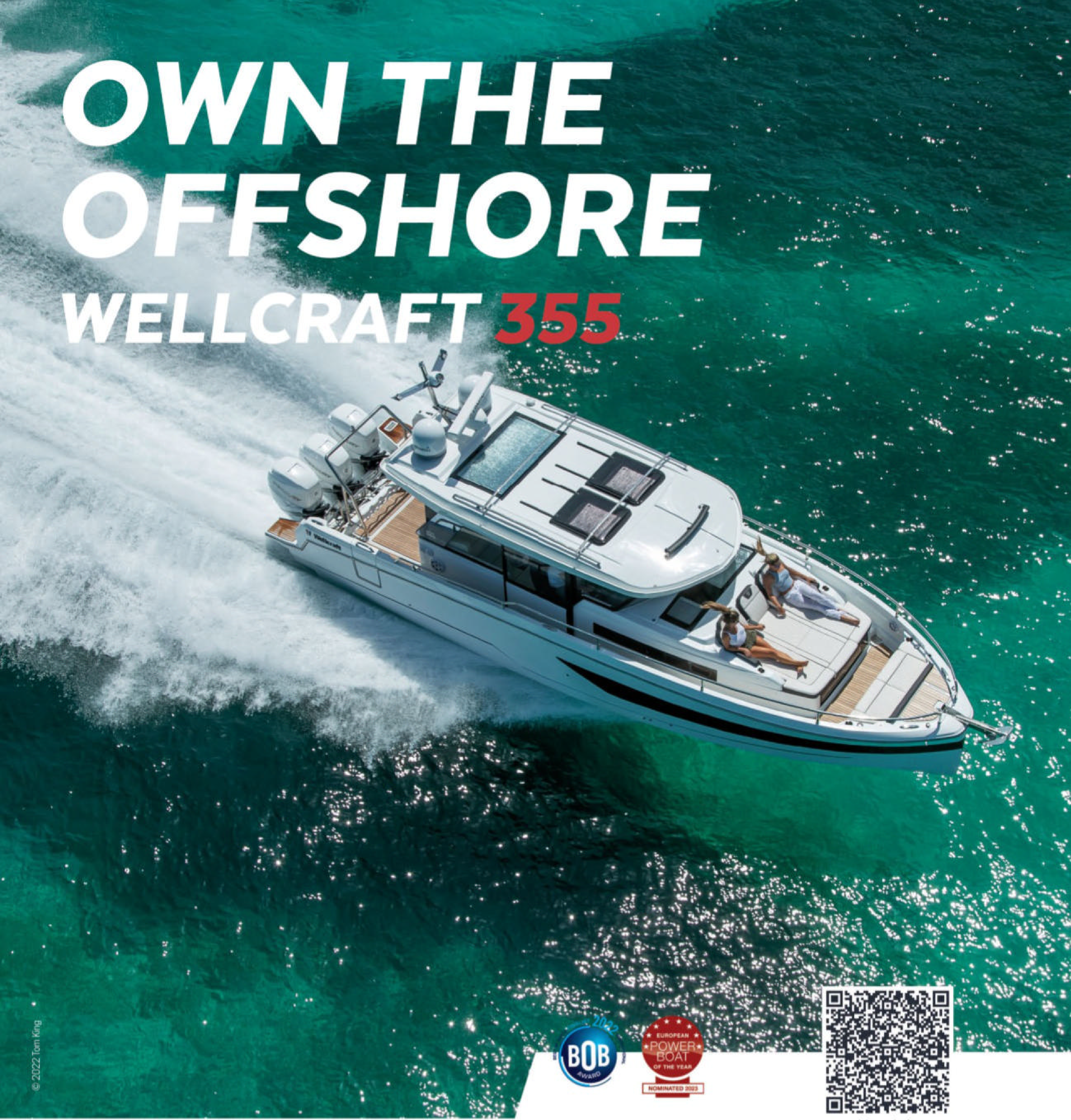
Dredged to two metres, Yarmouth Harbour is accessible at all states of the tide. The clearly marked entrance is shared with the Lymington-Yarmouth ferry and the approach can become extremely busy at peak times with a queue of visiting boats awaiting berthing instructions from the harbour master. Always a popular destination, advance booking for overnight stays is strongly recommended.

On the Rocks

Eating at On The Rocks is somewhat reminiscent of a meal at the Café de Paris, Geneva's shrine to self-cooked steak, albeit without the secret recipe garlic butter. There's something deliciously satisfying about cooking your own meal at the table surrounded by fellow diners all doing the same. OK, it can get a bit smoky at times but the restaurant has a mighty, if somewhat vocal, extractor which springs into life for a few moments every so often to clear the air. But was the food good? I have to say mine was excellent, cooked to perfection – my compliments to the chef!

VERDICT On The Rocks is where great food and great fun collide – well worth a visit.

MBY RATING ★★★★★
BASED ON food, ambience and value for money.
COST £100 for two, based on a two-course dinner and a bottle of wine.
TIMES 1200 – 2145 daily
CONTACT 01983 760505; www.ontherocksyarmouth.com


OWN THE OFFSHORE
WELLCRAFT 355
2022
BOB
AWARD
EUROPEAN
POWER BOAT
OF THE YEAR
NOMINATED 2023
© 2022 Tom King

More info

Sensational acceleration, the thrill of driving at high speed safely, in all weathers! Discover the Wellcraft 355!

Designed to push the limits beyond the horizon where the adventure begins.

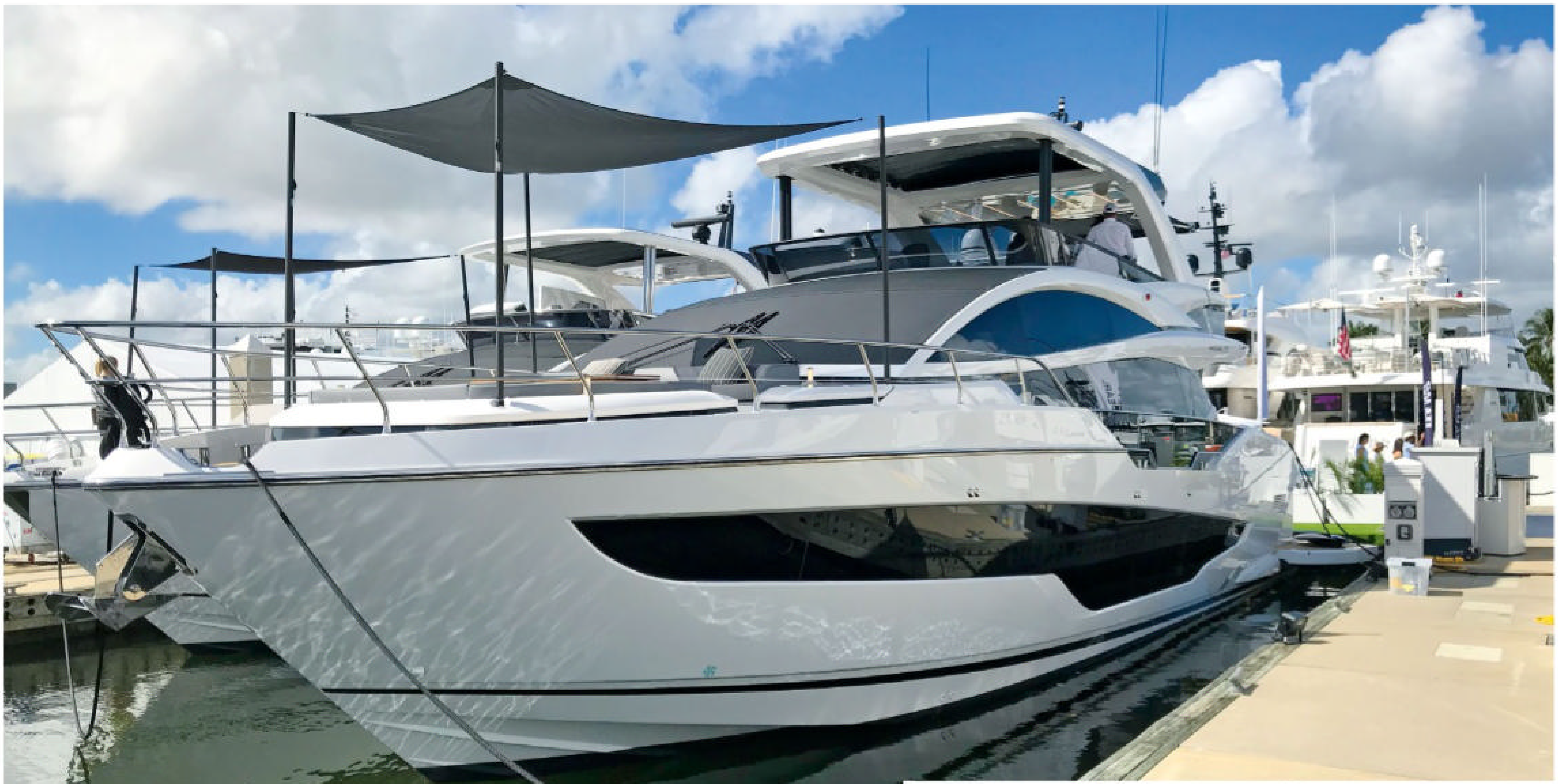
Nautic Paris Boat Show | Dec 3-11 2022
Boot Düsseldorf | Jan 21-29 2023

Wellcraft®

www.wellcraft.com

PEARL 72

LOA 72ft 2in (22.00m) **BEAM** 18ft 10in (5.75m) **ENGINES** 2 x 1,400hp MANs - 1622hp MTUs
TOP SPEED 33 knots **PRICE** from £2,43 million ex tax **CONTACT** www.pearlyachts.com

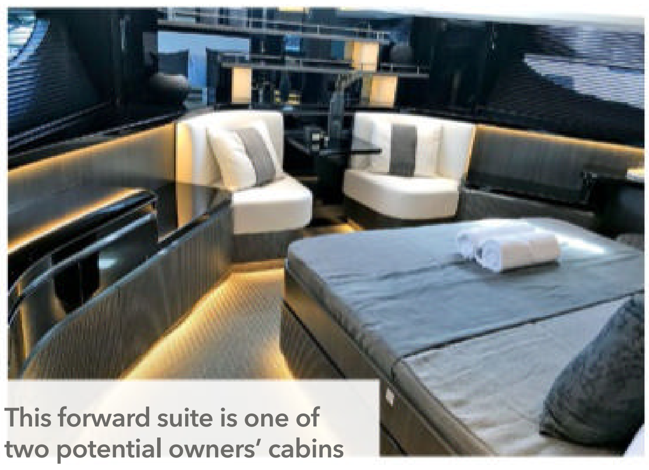


Stylish exterior looks matched to a strikingly different interior ensures the Pearl 72 stands out from rivals

Having made its debut at the Fort Lauderdale Boat Show in November, the all-new 72 has taken its place between the popular Pearl 62 and the more luxurious Pearl 80.

As expected, the creative credits go to the usual design duo of Dixon Yacht Design for the hull, exterior and layout, and Kelly Hoppen for the interior styling, finishes and colour schemes. To keep things simple, she has split these into three different looks for customers to pick from – Indulgence, Modern and Luxury.

The key highlights of the layout include a fantastically bright main saloon with an elegant aft lounge, a loft-style island galley amidships and a big dinette beneath the windscreen. There's also a two-seat lower helm to starboard.



This forward suite is one of two potential owners' cabins

Down below, four ensuite cabins immediately differentiate this model from its obvious competitors. Two are described by Pearl as potential owners' cabins – one forward with its own staircase that dives down beneath the windscreen and another full-beam affair amidships. But in our opinion, the forward cabin, with its extra privacy, bigger footprint, higher ceilings and generous windows, is the more impressive of the two.

Bright saloon with central galley is a key selling point

In addition to a transverse double guest cabin to port and a twin to starboard whose ensuite doubles as a day-head, there's also an amidships crew cabin for two, plus a whopping aft garage that's big enough to swallow a Williams 345, a Seadoo Spark and a Seabob.

There's also a huge flybridge with a sturdy hardtop and various sunroof options, plus outdoor lounging spaces in the cockpit and on the foredeck terrace.

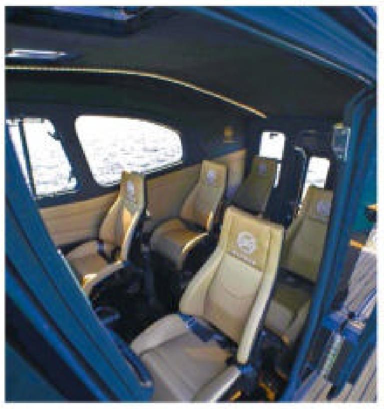
Like the rest of the range, the Pearl 72 is a full planing model and it comes with one of three V-drive options – either twin 1,400hp or 1,550hp V12 MANs or 1,622hp 1 MTUs for a working range of around 250nm at a fast cruise of 25 knots. You can also choose to stabilise this model with either a Seakeeper 18 or Sleipner Vector Fins (or both).

Basic tax-free prices run from £2.43 million for the less powerful engines and from £2.48 million for the bigger ones, but with a full set of typical 'Med spec' options, you can expect to pay more like £3.2 million. Five have been sold to date – all with the bigger engines and all with the high-gloss black and grey satin veneers of the Indulgence package.

RAFNAR CROSS CABIN 1100

LOA 36ft 1in (11.00m) **BEAM** 10ft 10in (3.30m) **ENGINES** Twin 450hp or triple 350hp outboards
TOP SPEED 50+ knots **PRICE** from £417,399 inc. VAT **CONTACT** www.rafnar.co.uk

Rafnar's OK hull is now available on a more leisure-friendly platform



Designed by Össur Kristinsson and built in Iceland for the wild and exposed waters of the North Atlantic, Rafnar's ÖK hull takes a very unusual form. Falling somewhere between a displacement and a planing hull, it uses a fine entry, a central keel and an aft V, creating an element of low pressure amidships that encourages the boat to stay flat, fast and planted, even in rough seas.

Until now, Rafnar boats have only been available as centre console and pilothouse models but the new Cross Cabin combines the ÖK hull with much more leisure-friendly amenities. It offers a full heads and wet room along with a very usable double berth, plus a pilothouse that can be configured in line with your day boating preferences. It is, in short, a serious offshore boat with proper weekending credentials. It can be yours not just on this 1100 model but also on the 850 and 1200 hulls. And if you fancy something a touch more open, there will also be a Cross Targa variant of the 850 appearing in 2023.

SESSA C3X

LOA 37ft 2in (11.33m) **BEAM** 11ft 4in (3.45m) **ENGINES** inboards/outboards of up to 750hp
TOP SPEED 40 knots **PRICE** from €350,000 ex. VAT **CONTACT** www.sessamarine.com

Sessa's new entry-level sportscruiser is quite a looker

The galley-up creates extra room below for the fifth berth

Volume is impressive for a boat of such compact proportions

There's a new sportscruiser at the entry point to Sessa's fleet. Known as the C3X, it maximises its breadth of appeal by means of several key options. You can go for the Hardtop, the T-Top or the Open variant. You can opt for twin outboards or for inboards. And you can spec it with the galley either up or down. In all cases, this 12-person family boat provides handy five-berth potential, thanks to a forward master cabin, a transverse double amidships and a convertible single on the starboard side of the central lounge.

Back up top, the outboard option frees up masses of storage beneath the aft sunbed, without critically inhibiting the usability of those aft platforms. There's also easy seating for five at the port dinette, plus some clever convertibility, which turns the whole port side into a sun lounging zone beneath the big overhead sunroof. As on the predecessor to this model, visibility from the helm is still a bit restricted, but in all other regards, this feels like a well judged family sportscruiser.

FIM 470 REGINA

LOA 49ft 6in (15.10m) **BEAM** 14ft 5in (4.40m) **ENGINES** twin Volvo Penta IPS650-IPS800s
TOP SPEED 39 knots **PRICE** POA **CONTACT** www.fimotoscafi.com

FIM's new 470 Regina is a sportscruiser with a difference

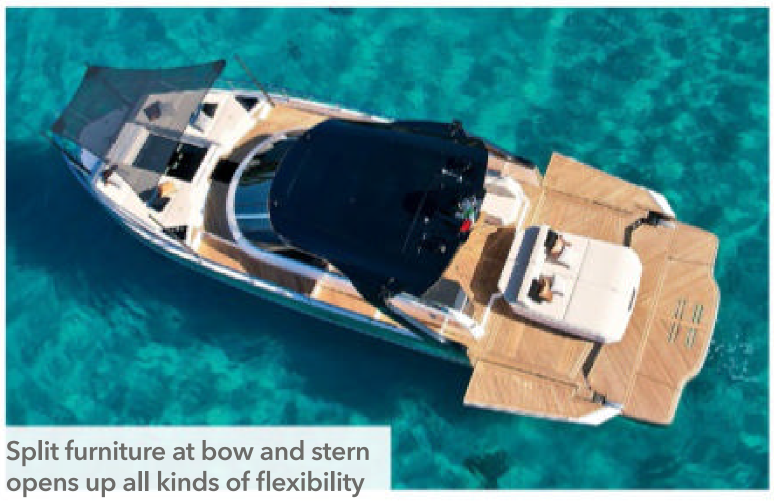
Although FIM (Fabbrica Italiana Motoscafi) was only founded in 2019, its progress has been rapid. With the 340 Regina safely in production and development of both the Contessa (coupé) and Imperatrice (flybridge) lines well underway, the yard's new FIM 470 Regina has now been awarded "Best Revelation Of The Year" at the Genoa Boat Show.

As a slick, Med-style open boat, a key element of the 470's design brief was to take you closer to the water – and the engagingly original "Bow Life Concept" does a good job of achieving that. According to FIM founders, Corrado Piccinelli and Manuela Barcella, the idea was to take advantage of the foredeck's natural privacy by creating what they call a "second cockpit in the bow". That involves a forward sunpad that can be divided in two and shifted to the sides to create a foredeck 'beach'. This space can then be filled with water to create a small pool; it can be equipped with a canopy for shade; or it can be transformed into an extra dining area by adding a table.

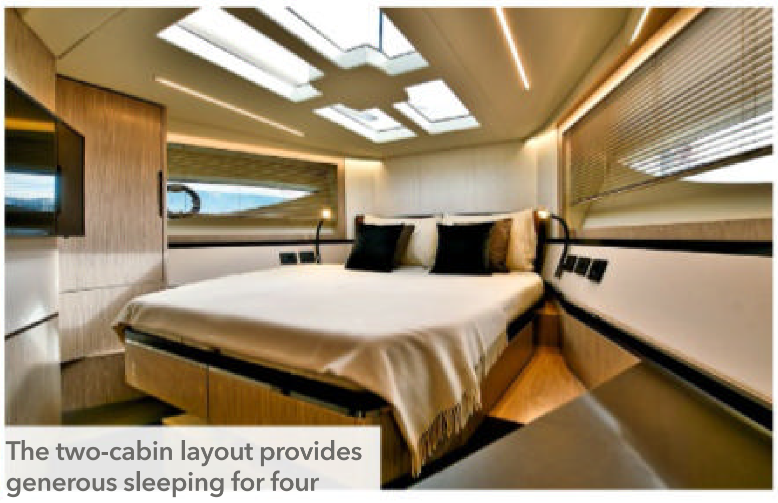
Better still, this same technique is echoed on the aft deck. Back here, beyond the intimate dining station of the elevated cockpit, the central sunpad can be divided to port and starboard. That enables it to take full advantage of the 470's twin fold-down balconies, while also freeing up the central deck to create a vast unobstructed Beach Club.

Down below, the standard configuration on this 40-footer provides just two double berths, but both are described by FIM as "luxurious master cabins". They each come with separate heads and shower facilities, plus plenty of light, lots of space and headroom in excess of seven feet. And if you really want to cruise with friends, there's also a more conventional three-cabin layout available.

In all cases, the decor, which has been heavily influenced by Vannis Marchi, features a seductive mix of ALPI woods, Artemide lamps, Nobili bathroom fixtures, cool leather inlays and made-in-Italy furniture. Equipped with a pair of IPS600 or IPS 850s, this elegant Italian plaything will carry up to 14 people at speeds approaching 40 knots. And if you like FIM's premium day cruising concept, but this is not the right size or price, you'll be pleased to know that a 420 Regina is also in development to span the gap between the existing 340 and 470.



Split furniture at bow and stern opens up all kinds of flexibility



The two-cabin layout provides generous sleeping for four

FLEMING
THE ULTIMATE CRUISING YACHT
The Ultimate Adventure

The Ultimate Cruising Yacht

Fleming Yachts represent the point at which adventure and luxury converge. From the efficient performance that offers unmatched range, to the durability of the construction, to the impeccable comfort found throughout our interiors, Fleming is the Ultimate Cruising Yacht.

Learn why at FlemingYachts.com/Research

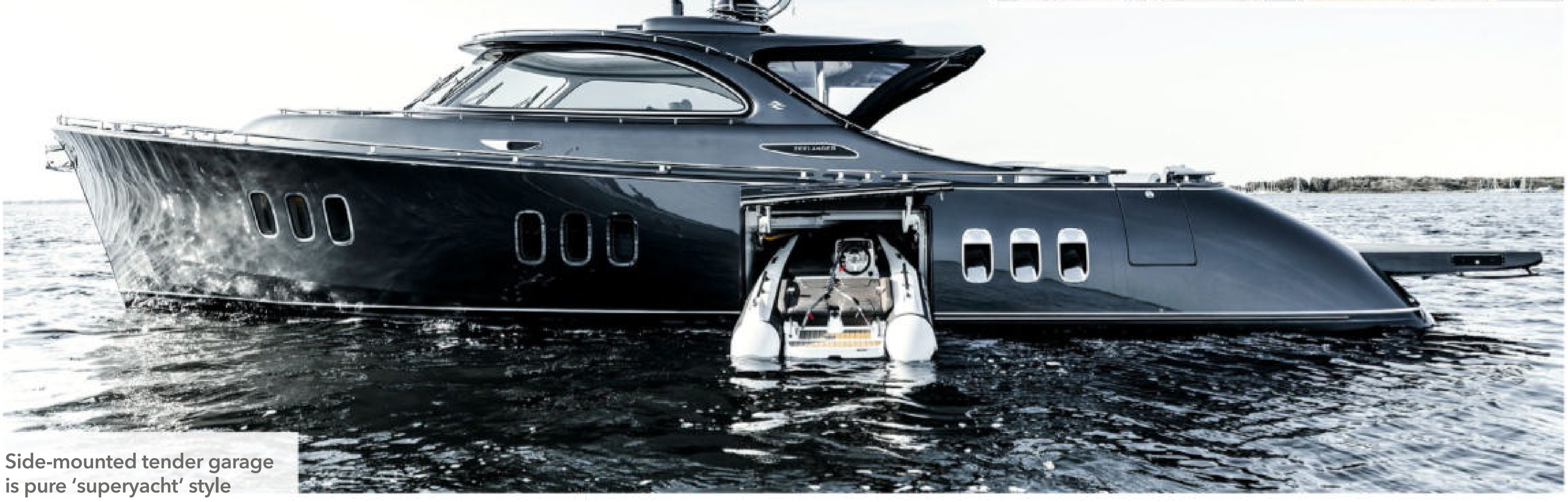
www.flemingyachts.com

NMMA CERTIFIED using ABYC standards

CE CAT A

ZEELANDER Z6

LOA 55ft 8in (16.95m) **BEAM** 16ft 2in (4.95m)
ENGINES Twin Volvo IPS 950, 1200 or 1350
TOP SPEED 40 knots **PRICE** POA **CONTACT** www.zeelander.com



Side-mounted tender garage is pure 'superyacht' style

Premium Dutch brand, Zeelander, has launched a seductive new 56ft luxury cruiser. Known as the Z6, it has been conceived as part of a broader rebranding exercise, which aims to introduce a fresher feel to the classical curves for which Zeelander has become so famous. And while the first Z6 to roll off Zeelander's painstaking production line has been colour-matched to the owner's Ferrari, it's good to see that the broader changes feel more like considered evolution than radical tangent.

For instance, Zeelanders have always featured fairly dramatic one-piece windscreens but here, the Z6 uses a full wraparound, double-curved screen to provide near perfect 360-degree visibility. The screen also forms an integral part of the Z6's new style, which, according to Zeelander Yachts founder and owner, Sietse Koopmans, twists the dial "from retro classic towards a more timeless contemporary design."

Don't worry though. The swept corporeal lines are still there in abundance, radically complicating the build process in pursuit of a profile as gorgeous as any you will see at this length. Cruising refinement is also at the heart of the ethos, with sound and vibration levels both carefully considered. You can apparently now expect "whisper-quiet" serenity at anchor with the generator running, alongside noise levels below 70dBA, even at full throttle.

In terms of layout, the saloon features a set of reversible helm seats, creating a big ten-man dining station that backs onto a transverse port galley. This neatly divides the forward dining area from the equally sociable aft deck. Here, you will find a curved inside-outside bar, a large but intimate dining zone, an electrically operated sunshade, and Zeelander's spectacular fold-down transom, which enables you to extend the cockpit way aft over the water.

Down below, the focus is on opulence rather than capacity with a pair of large double ensuite cabins, a compact bunk cabin and a day heads. It also features a sleek leather finish that merges the classic and the contemporary in just the way Zeelander envisaged.

The stylish master suite runs across the beam of the boat

Folding doors tuck to one side between the cockpit and saloon

•••PEARL
BOUTIQUE YACHT BUILDER
SINCE 1998
PEARL 72

"Indulgence" interior by Kelly Hoppen CBE - exclusive for Pearl

THE ALL NEW PEARL 72. EXPECT MORE.

Accessed by a private staircase, the forward master cabin offers luxurious accommodation and a spectacular view.
The second master cabin amidship is full beam with 2 further en suite guest cabins, a unique luxury in this class of yacht.
The garage also raises the bar with space for a William 345 tender and a jet-ski. Imagine all of that, plus a vast flybridge and a beach club!

Celebrate the European Premiere of the All New Pearl 72 with us at Boot Düsseldorf – Hall 6, Stand A22

5 YEAR

Discover more at pearlyachts.com

62 | 72 | 82 | 95

Exclusive dealer for UK & France | **BERTHON UK** - pearl@berthon.co.uk - +44 (0) 1590 647427
BERTHON FR - pearl@berthonfrance.fr - +33 (0) 613 43 71 38

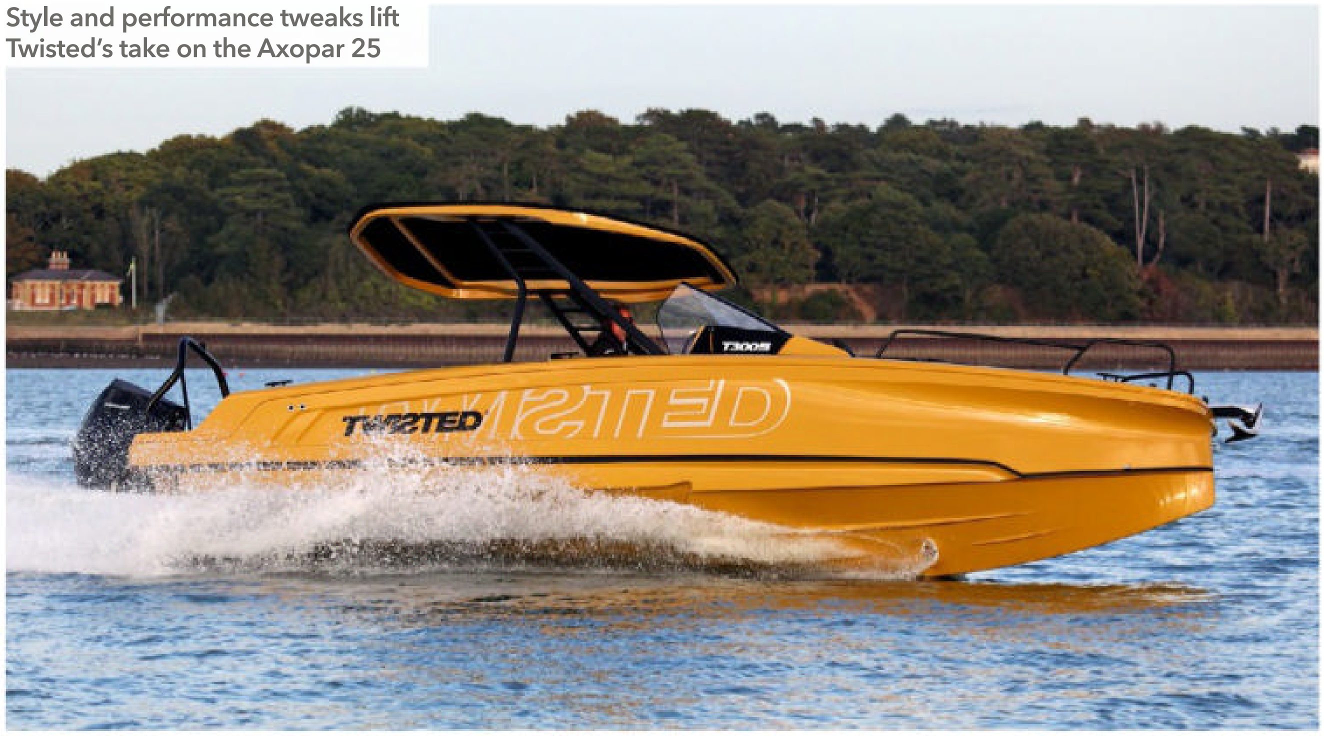
BERTHON
INTERNATIONAL

TWISTED T300S

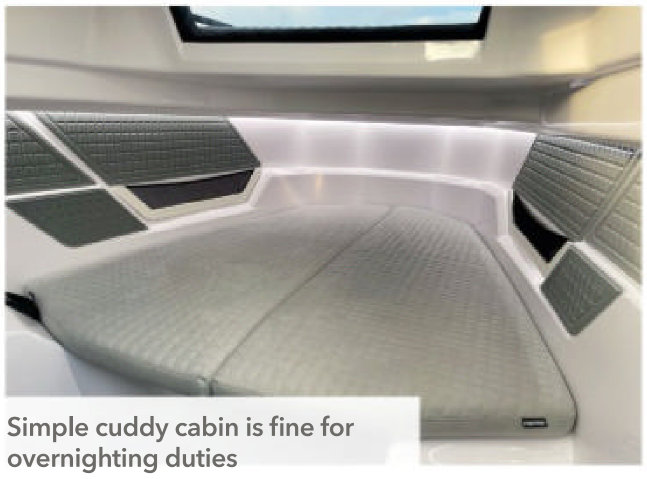
LOA 25ft 0in (8.00m) **BEAM** 7ft 4in (2.23m) **ENGINES** Mercury Racing 300R outboard
TOP SPEED 52 knots **PRICE** from £165,000 inc. VAT **CONTACT** www.twistedmarine.com

Twisted's new T300S will appeal to anyone who is a fan of the Axopar 25 but wants to ramp up the power, performance and gadget appeal. The reinforced transom gets a 300hp outboard, a custom prop and a mechanical jack plate. The skipper and co-pilot get impact mitigation seats to soften the swells, plus a steering wheel with integrated switches for trim tabs and bow thruster. And while the waspish contrast between 'Bahama Gold' and matt black grab rails is striking, it's good to see that the lovely concave hull sides have been echoed in the cockpit storage boxes.

Underway, there's plenty of fun to be had. You can hit 40 knots in 14 seconds, scoot through to a top end of 50 knots or cruise along at 30 knots on just 37 litres per hour. There might be a playful irreverence to the T300's demeanour but this is a very worthwhile reworking of a very capable boat. At £165,000 inc VAT, it certainly comes at a premium, but if you want an Axopar with a cool custom edge, it's extremely easy to like.



Style and performance tweaks lift Twisted's take on the Axopar 25

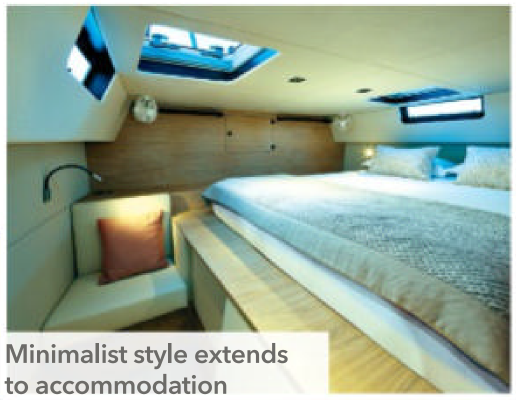

Simple cuddy cabin is fine for overnighting duties

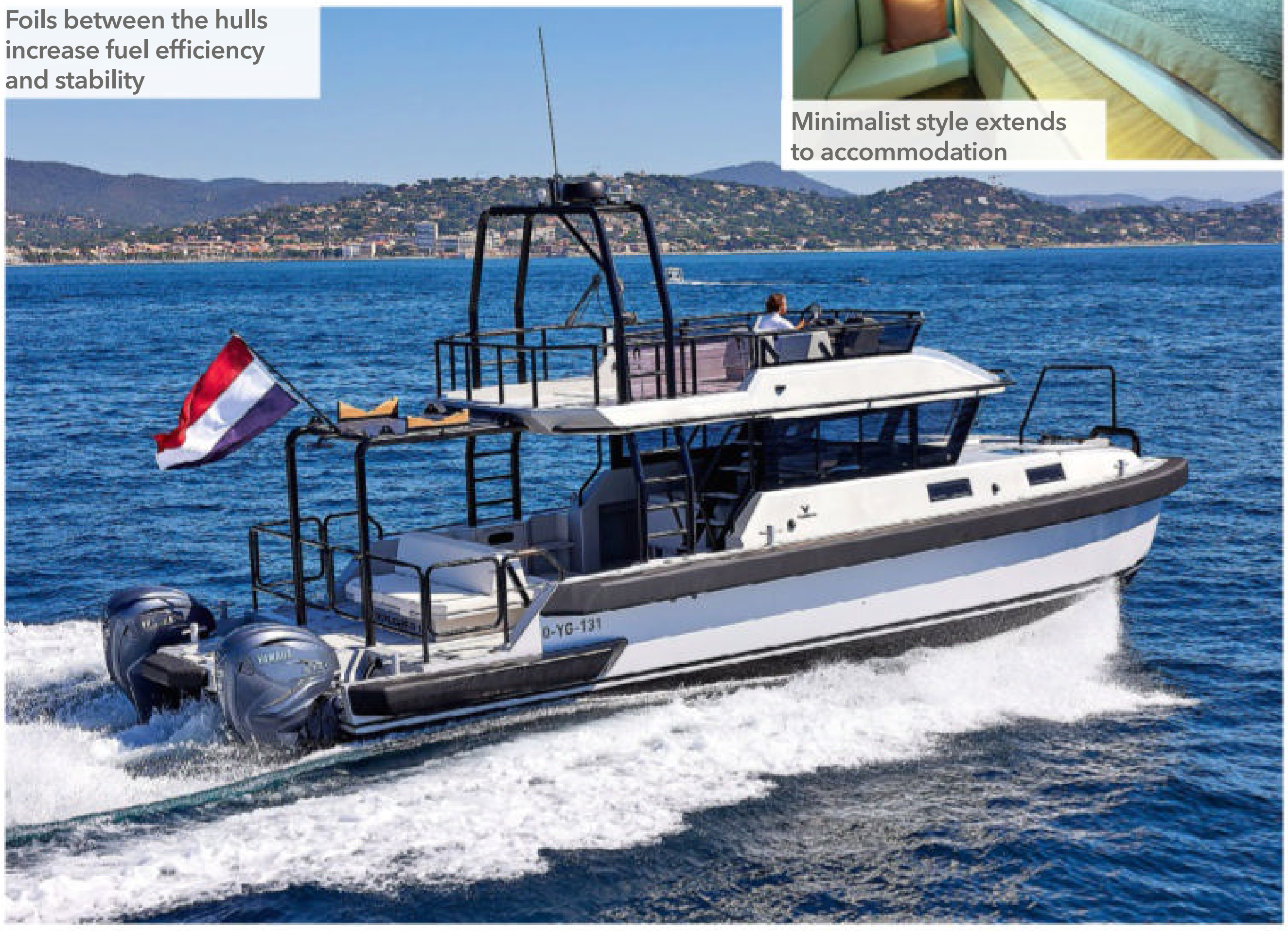
VANDAL EXPLORER

LOA 46ft 0in (14.00m) **BEAM** 14ft 5in (4.40m) **ENGINES** Twin Yamaha 425 XTO outboards
TOP SPEED 43 knots **PRICE** from €950,000 ex VAT **CONTACT** www.vandalmarine.com

Vandal of the Netherlands is best known for its slick superyacht-style chase boats. But here, in collaboration with celebrated Norwegian designer Espen Oino, is the first in a line of fly-equipped aluminium cats where simplicity is more important than glitz. Both the main and fly decks are left wide open, with skeletal frames to keep the views big and access simple. There's plenty of space for custom furniture and on board tenders and toys and it's designed to be green too. The hulls and topsides are fully recyclable, the antifouling is non-toxic, there are solar panels at the aft end of the flybridge and the heads has an eco-friendly toilet.

Below the waterline, the Vandal uses passive foils for a smoother ride with reduced spray, uprated high-speed stability and increased running efficiency. It works well, too, riding fairly soft and keeping that bridge deck usefully clear of the water. Of course, it's easy to dismiss a two-berth, foil-assisted, flybridge-equipped 46ft aluminium powercat as niche. But there's nothing niche about toughness and versatility.


Minimalist style extends to accommodation



Foils between the hulls increase fuel efficiency and stability

LEOPARD
CATAMARANS

POWER 46 PC | 53 PC | **SAIL** 42 | 45 | 50

NOT JUST A CAT
A LEOPARD

www.leopardcatamarans.eu
+33 (0)4 92 00 09 03

SCAN ME
FOR MORE INFO ON THE AVAILABE YACHTS
AND SPECIAL OFFERS

VISIT US
EXCLUSIVE WINTER SHOWROOM IN SAINT-RAPHAËL
OCTOBER 2022 - MARCH 2023

MOTOR BOAT AWARDS

MOTOR BOAT AWARDS

PROUD SPONSORS

SLEIPNER

Ocean born. Tech bred.

2023

After an intensive selection process, we can exclusively reveal the finalists for the 2023 Motor Boat of the Year Awards.

Sponsored by Sleipner, world leaders in improving comfort and safety at sea, the awards are widely considered to be the Oscars of the boating world. That's because every boat has to go through an exhaustive sea trial process just to be considered. It is the only way our judges can be certain that our finalists deliver on the water as well as in the showroom.

The winners will be announced on 24 January, at a special event to mark the occasion, and online at www.mby.com

In addition to the eight categories shown here, we will also be handing out a Judges' Special Award and Customer Service Award (see below).

NOMINATE A SERVICE WINNER

Our judges need your help choosing finalists for the 2023 Customer Service Award. If you've experienced good service from a UK-based marine company, please let us know so we can reward their efforts.

All you need to do is email your nomination with a brief example of the service they have given you.

THE FINALISTS

SPORTSBOATS

Aquaspirit 585
Iron Boats 827
Quarken 27 T-Top
Ryck 280
X Shore Eelex 8000

WEEKENDERS

Aquila 32
Cockwells Sport
De Antonio D36
Galeon 325 GTO
Jeanneau Cap Camarat 12.5
Rand Escape 30

ADVENTURE BOATS

Axopar 45 Cross Cabin
Vigo C8
Wellcraft 355
XO DFNDR 9

SPORTSCRUISERS UP TO 45FT

Bavaria SR36
Dale Classic 37
Jeanneau DB43
Marex 330 Scandinavia

SPORTSCRUISERS OVER 45FT

Fairline Phantom 65
Pardo 60 Endurance
Riva 68 Diable
Sunseeker Predator 65

FLYBRIDGES UP TO 60FT

Absolute 56
Beneteau Swift Trawler 48
Galeon 500 Fly
Leopard 46 Powercat
Prestige M48

FLYBRIDGES OVER 60FT

Absolute 60 Fly
Azimut 68
Numarine 22 XP
Sirena 68
Sirena 78

CUSTOM YACHTS

Azimut Grande 26M
Grand Banks 85
Pearl 95
Sunseeker 90 Ocean

SEND YOUR EMAIL TO mby@futurenet.com

with the words CUSTOMER SERVICE AWARD in the subject line by 23 December 2022.

LIGHTNING™
BY HUMPHREE

TAKES YOUR
BOATING TO THE
NEXT LEVEL

HUMPHREE®
LIST
TRIM
0.0°
-0.2°
P
S
35%
16%
HUMPHREE

Setting a new standard in trim & stabilization. Again. Priced for 20-45ft boats.

LIGHTNING by Humphree™ is an automatic trim & stabilization system that brings world class comfort, increased speed and fuel savings. **LIGHTNING** is suitable for 20-45ft boats.

Its combination of our advanced technology, user-friendly interface, mobile app integration, and beautiful underwater LED lighting system is what truly sets it apart.

No matter which propulsion system you use; outboards, electric, sterndrive, inboard—this new system will be the perfect choice for new build boats or for when you refit a used boat. It will take you to the next level.

AUTOMATIC FUNCTIONS

Auto Trim • Pitch Control • Auto List • Coordinated Turn • Roll Stabilization

VISIT THE LIGHTNING
WEB PAGE BY SCANNING
THE QR CODE WITH YOUR
SMARTPHONE

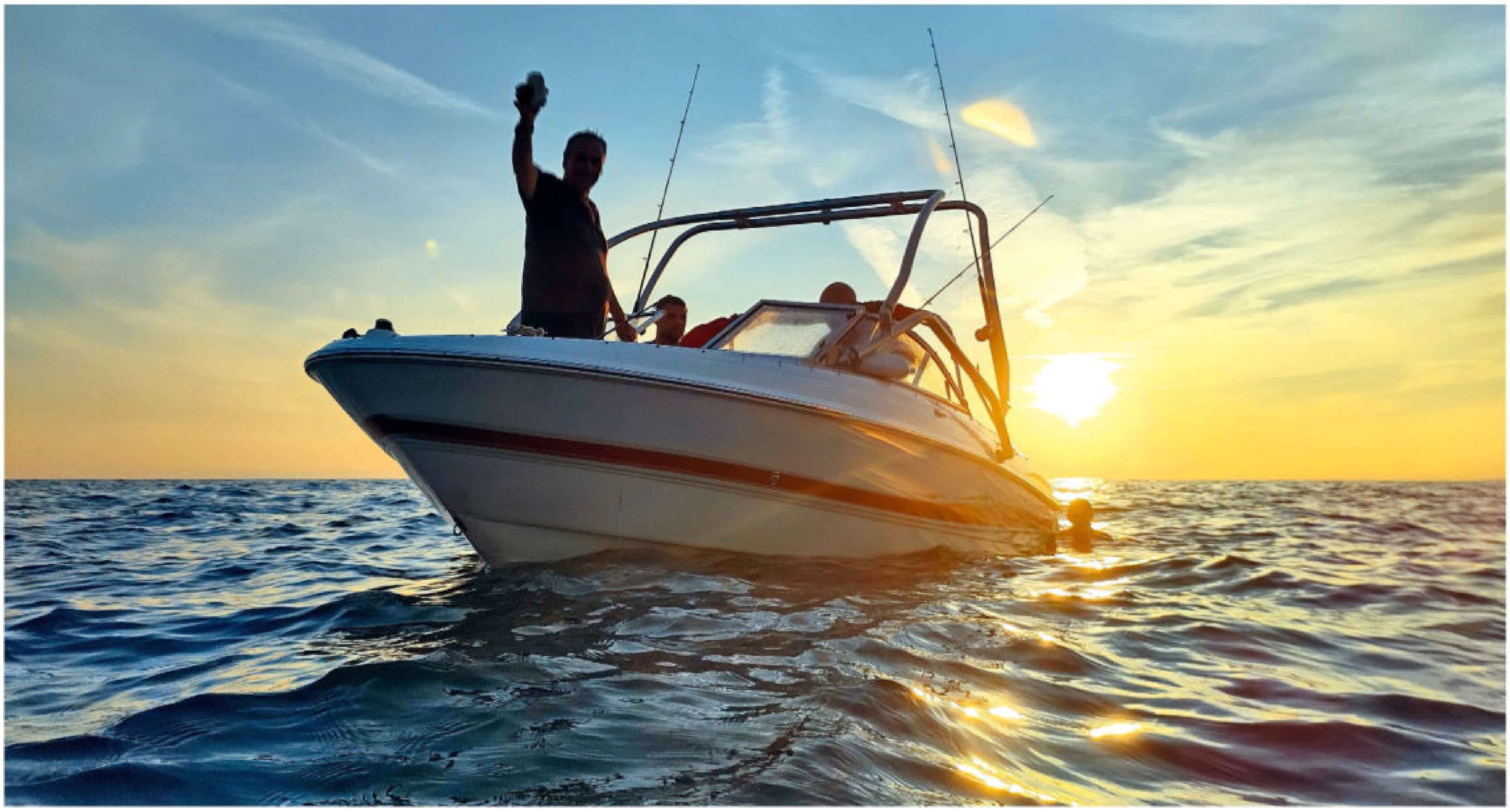
HUMPHREE®
Trim and stabilization systems

YOUR MBY

HAVE YOUR SAY IN PRINT AND ONLINE

PHOTO OF THE MONTH winner will receive a bottle of Mainbrace premium golden rum. Mainbrace rum embodies the courage, teamwork & friendship of those who love being on, in, or near the sea. Send your photos to **mby@futurenet.com**

WORTH £34.99



ADAM LEWIS sent us this photo of a day trip to Aberaeron on the family boat. "We set off from Aberystwyth for a blast down the coast then headed back after lunch for a spot of fishing. During one last swim, I took this photo of my dad toasting a day well spent!"

PORTUGUESE VAT

Your readers should be very wary about bringing their boats to Portugal if they come from a country outside the EU. I am a Portuguese resident and the half owner of a 62ft boat registered in New Zealand and owned by a NZ company, which has spent the last two winters moored in Vilamoura.

I recently received a letter from Portuguese customs asking for all the boat's paperwork, which I supplied, including the valid European VAT certificate. I then received a report saying that because we had allegedly been to Gibraltar twice, we were due to pay Portuguese IVA at 23% based on an arbitrary valuation, plus a fine of some €10k totalling over €165,000. I understand they have issued similar notices to owners of other boats in Portuguese marinas, relying on the skipper's information on where they have come from, backed up by AIS data supplied by a Portuguese company. If the boat has come via Gibraltar, the UK or Morocco, all of which are outside the EU, it risks falling into the same trap.

Now it looks very much like I will have to contest it in court, which may take years. If you know of any other readers in a similar situation, I would like to be put in touch and maybe join them in a fight through the courts in Portugal.

David Varley

Wow, that sounds rather scary to say the least. I showed your letter to the RYA to see if they could help and while they usually restrict their advice to private individuals rather than company-owned boats, they did offer the following guidance. In the meantime if any other readers are having a similar issue and would like to be put in touch with David email me at mby@futurenet.com and I will pass on his contact details.

"It is a commonly held misconception that once VAT has been paid then that is enduring. This is not always the case. When VAT and duty (if applicable) are paid in the EU, a boat becomes 'Union Goods'. If a boat leaves the EU then, technically, it loses its status as Union Goods and you risk having to pay VAT on its return. However, a boat that has Union Goods status when it is exported from the EU may be granted relief on

NEXT ISSUE ON SALE 5 JANUARY

PRESTIGE POWERCAT

Does it really combine the space, comfort and efficiency of a multi-hull with the style, quality and pace of a luxury monohull? We find out

RENEWABLE DIESEL

Forget the bio-diesel horror stories – HV0100 is better for your engine than fossil diesel and a lot cleaner. Is this the key to greener boating?

BUYING SECONDHAND

One reader reveals the truth about buying a secondhand boat, warts and all, so you know what to expect when it's your turn to buy

CONTACT Email: mby@futurenet.com Write: Motor Boat & Yachting, Future Plc, 121-141 Westbourne Terrace, London W2 6JR

Subscribe
YouTube.com/ybwtv

Follow us
Facebook.com/
motorboatandyachting

Follow us
Twitter.com/
mbymagazine

Optima's latest hull design could give a cruising range of up to 200nm on battery power alone

its return (Returned Goods Relief (RGR)) provided these conditions are met:

- It had Union status when it was taken out of the EU
- It was exported from the EU by the same person who imports it
- It is in the same condition as when it was exported (less running repairs)
- That it returns within three years of export.

The result is that boat owners usually move seamlessly in and out of the EU, irrespective of the boat's flag state, the nationality of the owner, or the EU Member State in which the VAT was accounted for.

However, this is where problems can arise and we have written to the European Commission asking it to remind its Member States that the customs status of Union Goods is not linked to the nationality of the owner or the flag of the boat.

If a boat does not have the status of Union Goods or has lost it, then it might still benefit from Temporary Admission (TA). TA allows non-Union goods to enter the EU for a limited period without payment of VAT/import duty, provided the following conditions are met:

- It is registered outside the EU
- It is registered in the name of a person established outside the EU, or if the boat is not registered it must be owned by a person established outside the EU
- It must be used by a person established outside the EU.

I realise this is a complicated business but the status of your boat and its eligibility for RGR will depend on where, when and who paid the VAT. Furthermore, as a Portuguese resident, the authorities might deem you ineligible for TA as someone established in the Union. **Stuart Carruthers, RYA Cruising Manager**

ELECTRIC REVOLUTION

I agree with at least one of the points reader Colin Seaton raised in his letter Electrickery (Dec 2022).

We should be looking at the whole picture and not just trying to electrify what already exists. At Optima, we're doing exactly that – we have designed an ultra-efficient hull form that requires less energy to drive it and therefore has a longer range than most electric craft.

In response to some of his other points; thanks to the low number of hours most powerboats are used each year, the batteries should last the life of the boat without ever needing replacing and as the electric industry grows, the recycling infrastructures will also grow with it. Lastly, we are already getting around 50% of our electricity from renewables and that percentage will continue to grow in the future.
Chloe Kendall, Director, Optima Projects Ltd

Thanks Chloe, we look forward to seeing Optima's first boat at the Green Tech Boat Show in April. It certainly sounds promising. **Hugo**

MOTOR BOAT & YACHTING

MAGAZINE OFFICE
Motor Boat & Yachting
Future Plc, 121-141 Westbourne Terrace, Paddington London W2 6JR

EDITORIAL
Email: mby@futurenet.com
Website: www.mby.com
Editor Hugo Andreae
Senior Staff Writer Alex Smith
Group Art Director Neil Singleton
Deputy Art Editor Daniel Franklin
Group Production Editor Daniel Thomas
Senior Sub-editor Sarah Williams
Technical Contributor Nick Burnham
Website Editor Chris Jefferies
Production manager Francis Twentyman

PUBLISHING
Group Managing Director Dave Clutterbuck
Assistant Business Director Kirsty Setchell
Global Head of Art and Design Rodney Dive
Design Director Brett Lewis
Head of Art Kevin Eason

DISPLAY ADVERTISING
Advertising Director Amanda Burns +44 (0)330 390 6036
Account Director Bess Cullis +44 (0)7970 636 444
Account Manager Chelsea Speakman +44 (0)7432 609 945
Account Manager Tanya Ely +44 (0)7517 561 313
Ads Production Peter Burton (0)203 1482688

ITALIAN ADVERTISING OFFICE
Ediconsult Internazionale, Piazza Fontana Marose 3 – 16123, Genova, Italy
Tel: (+39) 010 583 684 Fax: (+39) 010 566 578
Other overseas advertising enquiries please call Amanda Burns

LEAFLETS AND INSERTS
Tel: +44 (0)20 3148 3710

INTERNATIONAL LICENSING & SYNDICATION
MBY is available for licensing and syndication. To find out more
Email: licensing@futurenet.com Web: www.futurecontenthub.com
Head of Print Licensing: Rachel Shaw

SUBSCRIPTIONS
We are currently experiencing Covid related delays within UK and international delivery networks. Please allow up to 7 days before contacting us by Email: help@magazinesdirect.com or Phone: (+44) 330 333 1120
Latest offers: www.magazinesdirect.com
Manage your subscription: www.mymagazine.co.uk
Subscription rates (one year): UK £69.48; USA $134.57; Europe €134.58; Rest of the World £116.79 **US Agent:** Mercury International, 365 Blair Road, Avenel, NJ 07001 Periodicals paid at Jamaica NY 11431

HAVING TROUBLE FINDING MBY MAGAZINE?
You can now buy single issues, back issues and subscriptions for home delivery at: www.magazinesdirect.com

US COPY SALES
Motor Boat & Yachting (ISSN: 770027 178204 USPS: 415790) is published monthly by Future Plc, 121-141 Westbourne Terrace, Paddington London W2 6JR

Airfreight and mailing in the USA by agent named World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA. Periodicals Postage Paid at Brooklyn, NY 11256.

POSTMASTER: Send address changes to Motor Boat & Yachting, Air Business Ltd, c/o World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA. Periodicals Postage Paid at Brooklyn, NY 11256. Airfreight and mailing in the USA by agent named World Container INC, 150-15, 183rd St, Jamaica, NY 11413, USA

US News stand sales: If you have difficulty obtaining your copy in the US, contact Eastern News, 250 West 55th St, New York, NY10019 Tel: toll free 1-800 221 3148

We are committed to only using magazine paper which is derived from responsibly managed, certified forestry and chlorine-free manufacture. The paper in this magazine was sourced and produced from sustainable managed forests, conforming to strict environmental and socioeconomic standards.

ipso. Regulated

All contents © 2022 Future Publishing Limited or published under licence. All rights reserved. No part of this magazine may be used, stored, transmitted or reproduced in any way without the prior written permission of the publisher. Future Publishing Limited (company number 2008885) is registered in England and Wales. Registered office: Quay House, The Ambury, Bath BA1 1UA. All information contained in this publication is for information only and is, as far as we are aware, correct at the time of going to press. Future cannot accept any responsibility for errors or inaccuracies in such information. You are advised to contact manufacturers and retailers directly with regard to the price of products/services referred to in this publication. Apps and websites mentioned in this publication are not under our control. We are not responsible for their contents or any other changes or updates to them. This magazine is fully independent and not affiliated in any way with the companies mentioned herein.

If you submit material to us, you warrant that you own the material and/or have the necessary rights/permissions to supply the material and you automatically grant Future and its licensees a licence to publish your submission in whole or in part in any/all issues and/or editions of publications, in any format published worldwide and on associated websites, social media channels and associated products. Any material you submit is sent at your own risk and, although every care is taken, neither Future nor its employees, agents, subcontractors or licensees shall be liable for loss or damage. We assume all unsolicited material is for publication unless otherwise stated, and reserve the right to edit, amend, adapt all submissions.

FUTURE
Connectors. Creators. Experience Makers.

Future plc is a public company quoted on the London Stock Exchange (symbol: FUTR)
www.futureplc.com

Chief Executive **Zillah Byng-Thorne**
Non-Executive Chairman **Richard Huntingford**
Chief Financial and Strategy Officer **Penny Ladkin-Brand**

Tel +44 (0)1225 442 244

40 Years of Innovation
GALEON YACHTS
Est. 1982

405 HTS

GALEON YACHTS

GALEON YACHTS UK
2 Channel Way | Ocean Village Marina | Southampton SO14 3TG
+44 (0) 23 8161 1661

WARRANTY 5 YEARS
galeonyachts.uk

SEE MORE
mby.com/ib827

IRON BOATS 827

If you want top-flight performance for mid-range money, this Swedish 50-knot thoroughbred is a boat you need to see…

WORDS AND PICTURES Alex Smith

Swedish brothers, Lars and Henrik Peterson, own and run one of the world's most prolific RIB businesses. They shift a lot of boats and they talk to a lot of boaters so they understand what their RIB customers want. And perversely, what they appear to want is not a RIB at all. It's a stable, high-volume open sports boat with outstanding sea manners and a confidence-inspiring wraparound fender to take the stress out of close-quarters work. So the Peterson brothers set about building it. Under development since 2016, in close collaboration with the alchemic minds at Mannerfelt Design, their solution has now landed in the UK.

The 827 is brilliantly stable, both under way and at rest.

In spite of its sporting ability, the 827 can cruise along at 23 knots on just 1 litre per nautical mile

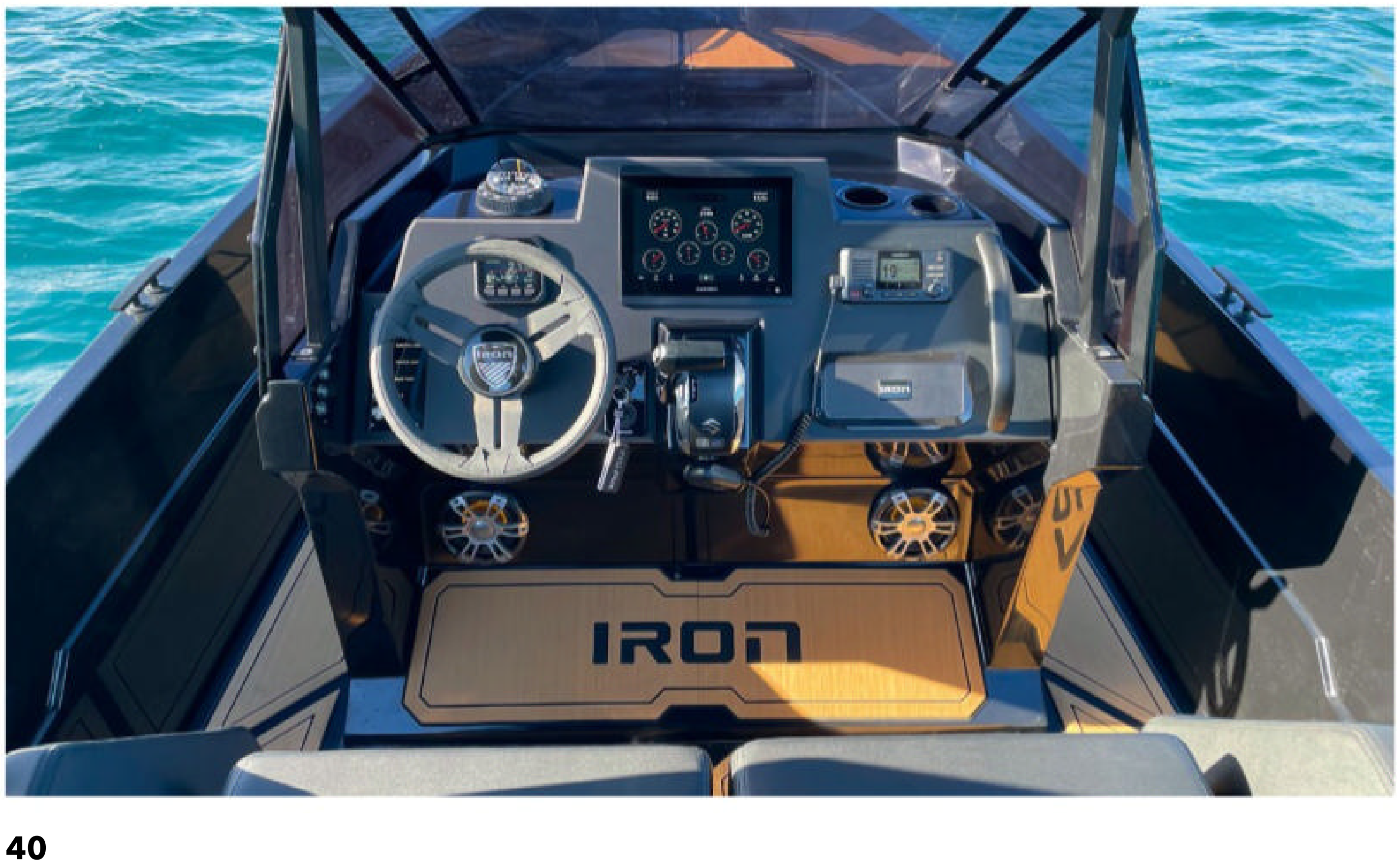
THE IRON BOATS USP

The basic idea is simple. You take a hard sports boat with a high-performance hull and wrap it in a thick rubber fender that lends it the style of a RIB while providing a more spacious cockpit and uprated impact resistance. The fender itself is of course key to the success of that approach – and while it took a long time to source a manufacturer who could build it, the result looks good. Measuring 30cm in depth, it wraps around the boat's periphery about halfway up the hull sides, keeping the weight usefully low and putting the point of impact in exactly the right place for nestling against a pontoon.

The rubber used in its construction is UV-resistant and non-marking so you can raft up alongside shiny white yachts without scuffing the gelcoat. And while it doesn't provide the buoyancy of a regular inflatable RIB collar, this boat still has the ability to carry nine people, as well as a very purposeful aesthetic that both RIB and hard boat fans are likely to appreciate. If Iron Boats could just find a way to extend the fender further aft and taper it so that it wraps around the exposed edge of the aft swim platform for approaching astern, that would be even better.

Having said that, the way Lars and Henrik have kept the price low by spending the budget on those elements of the boat that are most critical to the owner's enjoyment is to be applauded. The cleats are standard off-the-shelf units, the cupholders are plastic rather than stainless steel, the lids are relatively lightweight, the catches are simple rubber clips, the hardtop is nothing more than a piece of elevated fibreglass, and the finish inside the storage spaces is workmanlike rather than polished. That of course means that the general fit-out on the 827 feels practical rather than premium, but the more you get to know the boat, the more sense that begins to make.

For instance, in spite of the fact that there are four boats in the fleet (the 647, 707, 767 and 827), Iron Boats has designed each with an identical 2.44m beam. That means you can use the same deck furniture right across the range, avoiding the need to waste money on expensive model-specific mouldings. But no expense has been spared on the hulls themselves. While the four hulls each share the same key Mannerfelt-inspired design principles, with a broad mid-section and concave aft mouldings for uprated stability, each is in fact unique to that specific model – and that is exactly the right decision. After all, in the absence of cabins, extra decks or bulbous mouldings to dumb down their dynamics, true open sports boats tend to be judged on the calibre of the drive. And happily, on the 827, the interplay between hull, engine and weight distribution feels absolutely spot on.



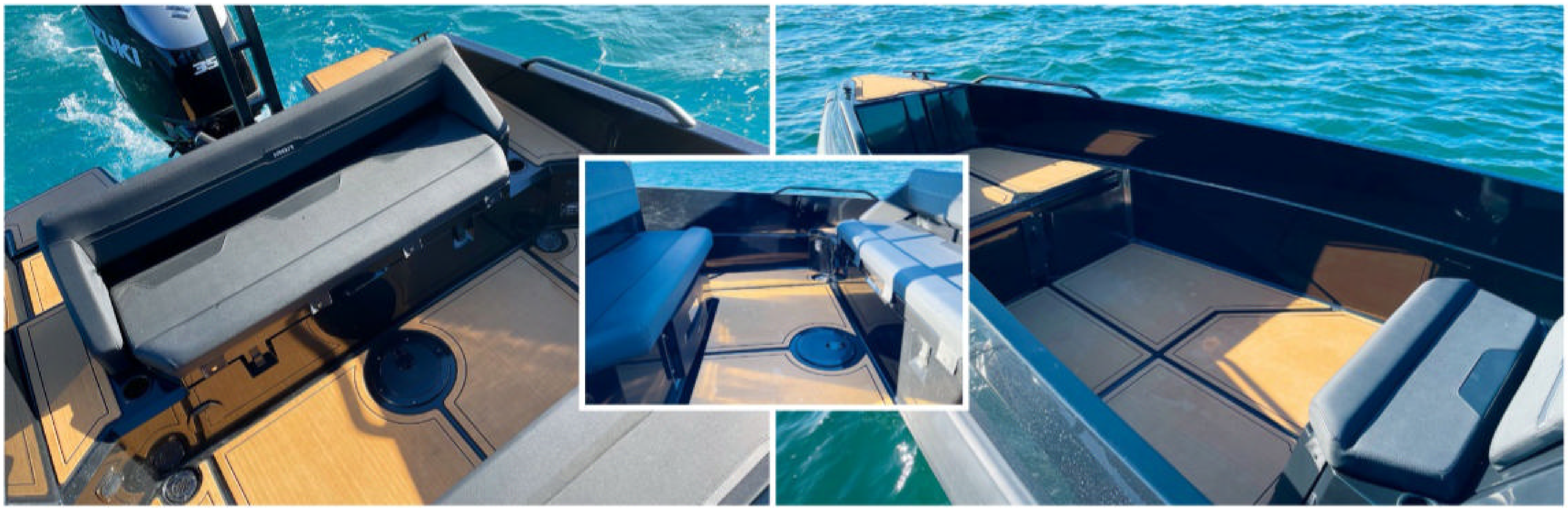
HELL OF A HULL

When you nestle into position and bury the throttle, the pick-up on this 827 is blissfully urgent. From a standstill, we're planing flat and fast in 2.5 seconds. That enables you to dial in a fistful of early trim, secure in the knowledge that you won't see the bow fly or the prop lose grip. As a result, you find yourself

When you nestle into position and bury the throttle, the pick-up is blissfully urgent

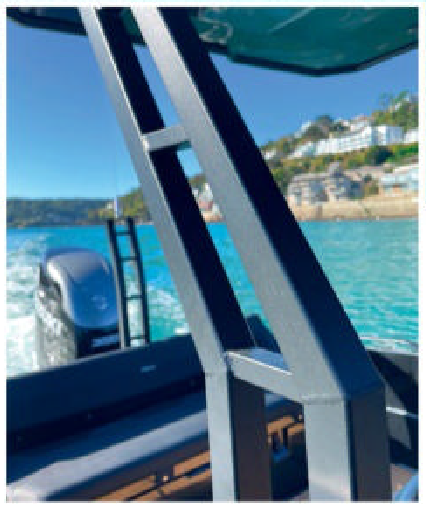
screaming past 40 knots in well under ten seconds, with the urgency of that throttle response only really abating once you hit around 46 knots. At that point, the last four knots take a bit of coaxing and cajoling but by then, you've already learned to appreciate what this boat is all about.

With that Mannerfelt hull, allied to the unyielding grip of the Suzuki DF350's dual props, this is a stupendous driver's boat. It leaps like a wild hare at the blip of the throttle, it carves through a turn like only a well sorted step-free monohull can and it combines all that beautifully channelled potency with a driving experience that even a relative novice could relish. Thanks to that unusual concave aft hull section, the 827 also operates in a 20-knot beam wind as though you have a set of oddly effective auto tabs working industriously on your behalf. And yet the fact that there are no tabs fitted to this boat (and no real need for them) means the 827 is able to retain every bit of its slick and singular slipperiness. Even as you begin to exit a turn, you can lift the leg and feel its impact as the hull responds. The revs rise, the hull lifts free of the water and only the last few inches of the planing surface are left to guide and control the drive from those props. At this point, with air aplenty and the knots piling on, you might generally be on the alert for the tell-tale signs of chine ▶



ABOVE Subject to a little extra development, the fore and aft deck spaces will be capable of operating both as six-man dining stations and as convertible sunpads

It feels every bit as fast and slippery as it looks



walk – but the 827 remains astonishingly stable. If you get really silly (and I mean ‘belligerently-committed-to-causing-maximum-upset-at-all-costs’ silly), you can create some top-end uncertainty. But it’s so easy to muzzle with a nudge on the leg or a tweak on the throttle that it feels more like a commendation of this boat’s unerring controllability than a critique of its limitations. It is, in short, a first-class boat to drive and testament not just to the Mannerfelt hull design but also to the Peterson brothers for the time and effort they have invested, ensuring that the weight is in the right place and that the deck arrangement enables us to derive maximum reward from this hull’s remarkable potential.

If that doesn’t have you reaching for the pen and investigating delivery dates, then it’s worth having a think about the efficiency of this boat too. The Iron Boats flagship comes with a 302-litre fuel tank – and while that’s pretty much standard for an 8m open day boat, what’s really impressive is the fact that, when you settle down to a slow cruise in the low 20s, your fuel flow dips to little more than a litre per nautical mile. Even with a big contingency in reserve, that brings you a cruising range well in excess of 200nm. And if you choose to pile on the pace (as well you might), that range only drops below the 150nm mark once you exceed 42 knots. In short, it doesn’t just go like a purist race boat. It also tiptoes through a seascape, sipping fuel like a lightweight family-friendly runabout. And if that isn’t reason enough to get excited, I don’t know what is.

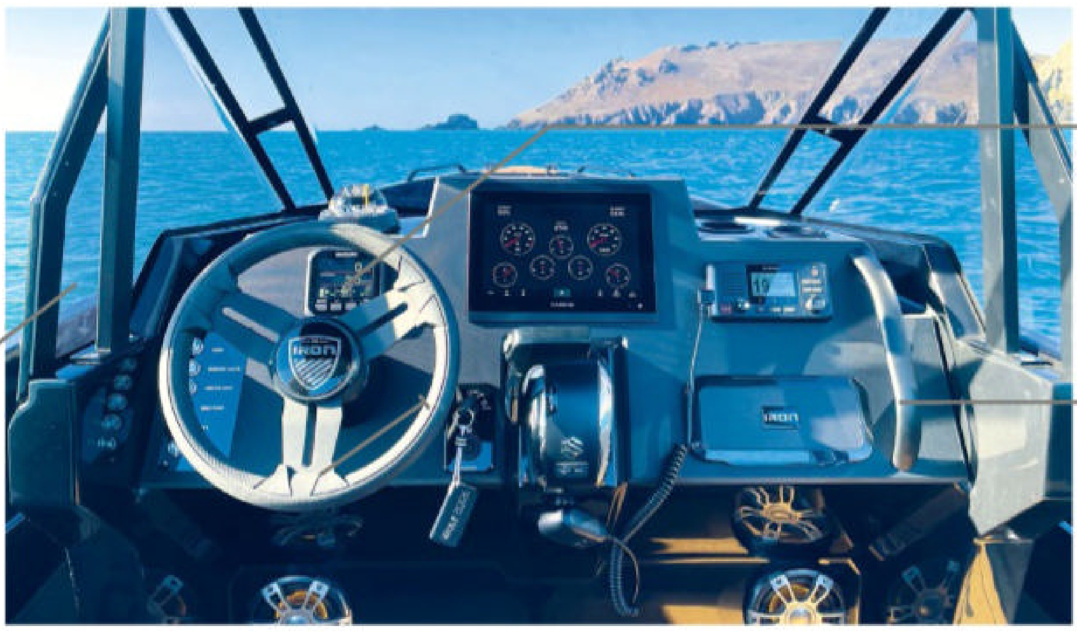
A DRIVER’S DELIGHT

Given the integrity of the development process behind this boat, it’s important to see it in its proper context. This is not an imperious ocean-munching projectile like a Hunton, nor a slick, chop-cleaving sophisticate like a Windy. But if you like your boat perfectly balanced and unrelentingly responsive, what the 827 delivers is even more intoxicating. So clear is its dynamic prowess; so honest and unmediated its responses, that it almost feels like it’s tapped into your nervous system. And cool though it might look, it’s that drive that really sets it apart. This is a scalpel in a world of spoons; a wasp in a world of aggravating flappy things. It’s so uncompromisingly ‘in the moment’ that everything else begins to appear just a touch opaque and prevaricating by comparison.

At its launch in Southampton, it was on offer for between £80,000 and £100,000, which for a boat of this calibre, made it disruptively, magically, eye-wateringly accessible. After some inevitable price hikes, that figure has now increased to between £94,000 and £120,000. But if you’re a really keen driver in need of a simple, affordable, low-maintenance day boat, you’ll have to sit in a lot of helm seats before you come across anything as affecting as this.

CONTACT: Wolf Rock +44 (0)1548 855751; www.ironboats.se

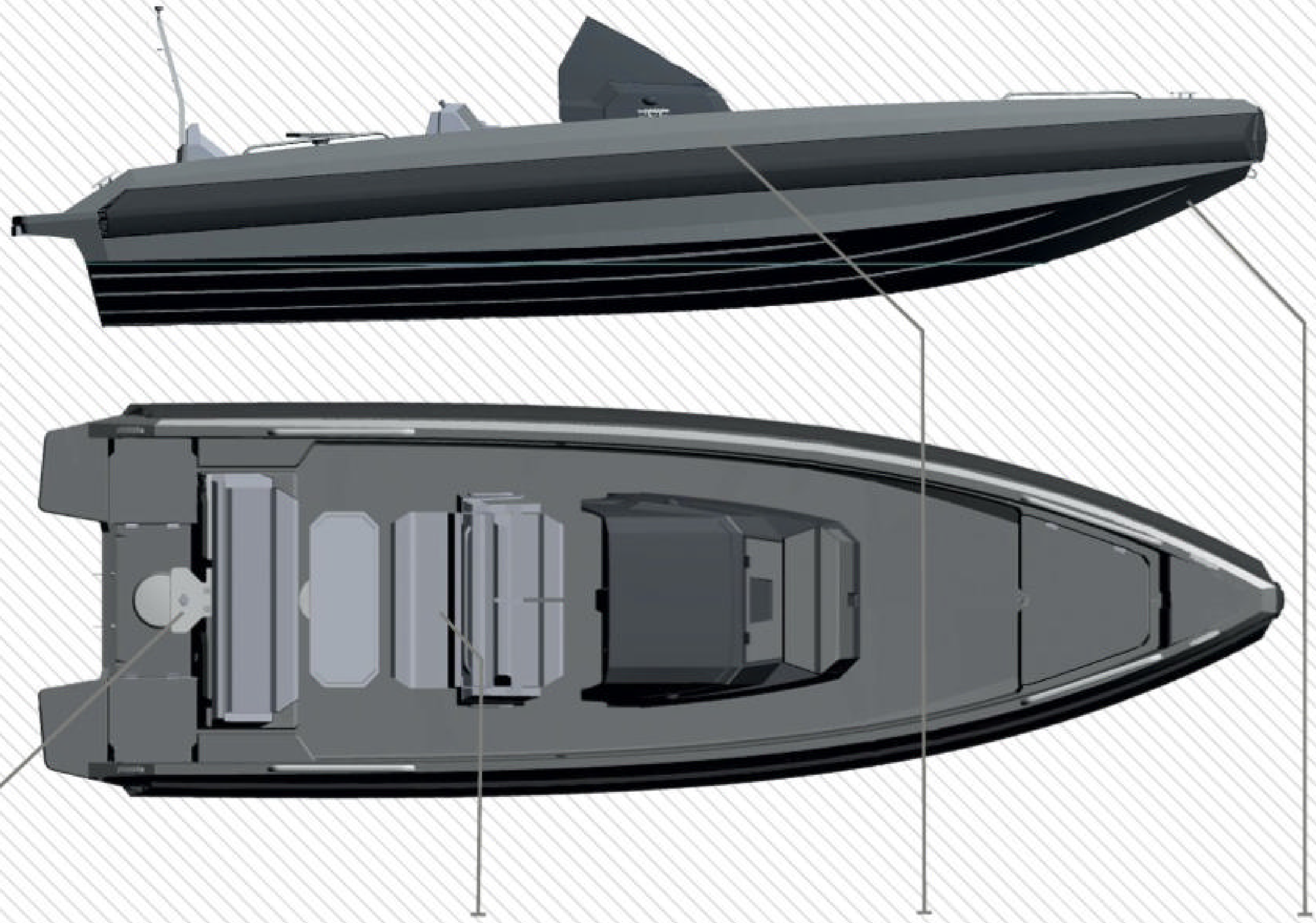
The console is one of several welcome storage solutions



PEEKABOO
The engine display screen is partially obscured by the wheel’s upper rim

SCREEN TIME
In spite of the raked profile, the screen gives you all the protection you need

FIXED BUT FINE
While the wheel is not adjustable, the ergonomics are generally very strong



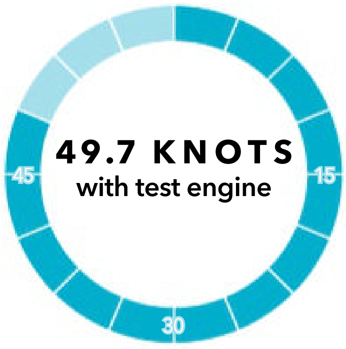
POWER GAMES
Engine options from 250 to 450hp mean top speeds from 45 to 62 knots

COMMON TOUCH
A common beam enables identical deck furniture to be used throughout the range

IN DEEP
Raised, rigid sports boat gunwales keep you safe and secure

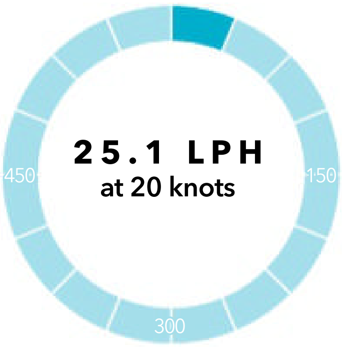
HULL COLOURS
While it looks superb in black, it's also available in grey and white

TOP SPEED



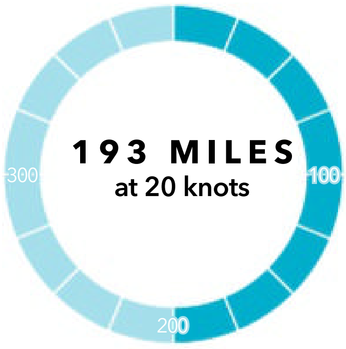
49.7 KNOTS
with test engine

CONSUMPTION



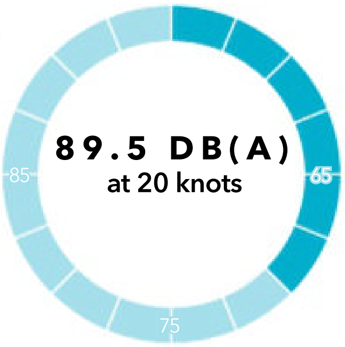
25.1 LPH
at 20 knots

RANGE



193 MILES
at 20 knots

NOISE



89.5 DB(A)
at 20 knots

PRICE

£110,000
as tested inc VAT

SPECIFICATIONS

LOA 27ft 4in (8.32m)

Beam 8ft 0in (2.44m)

Draught 2ft 0in (0.6m)

Displacement 1,450kg

Fuel capacity 302 litres

RCD C9

Designer Mannerfelt Design and Lars & Henrik Peterson

COSTS & OPTIONS

£110,000 inc. VAT as tested, including: T-top; aft table; sprayhood; 12in chartplotter; fridge under bench; Seadek rubber decking

PERFORMANCE

Test engines single Mercury Verado 350hp outboard

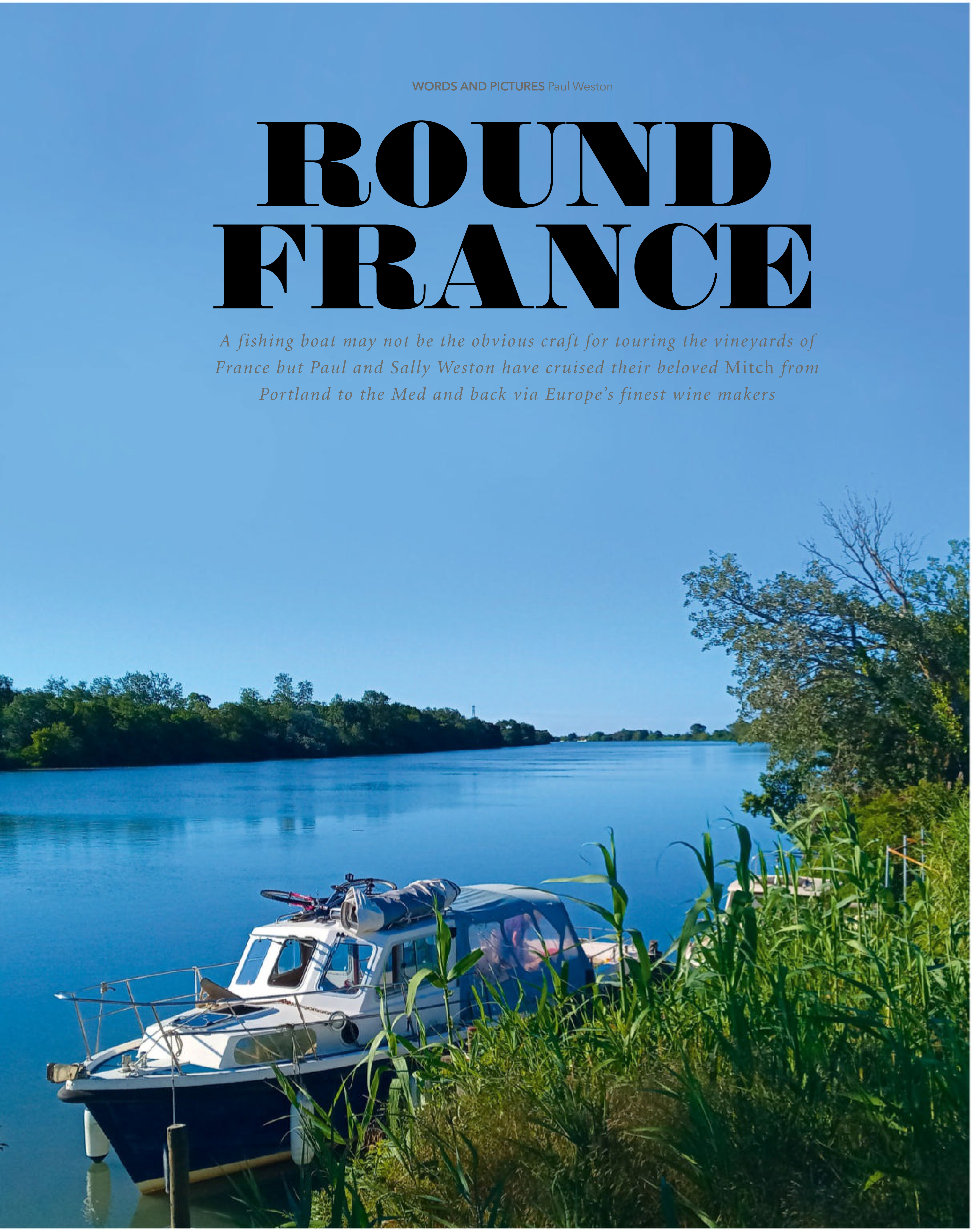
			ECO				FAST		MAX
RPM	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000
Knots	7.7	13.5	22.8	26.8	30.0	35.6	41.7	45.2	49.7
Litres/hour	11.8	20.0	24.8	35.3	45.4	58.1	67.6	97.2	115
Litres/mile	1.53	1.48	1.09	1.32	1.51	1.63	1.62	2.15	2.31
Range (Nm)	158	163	222	183	160	148	149	112	104

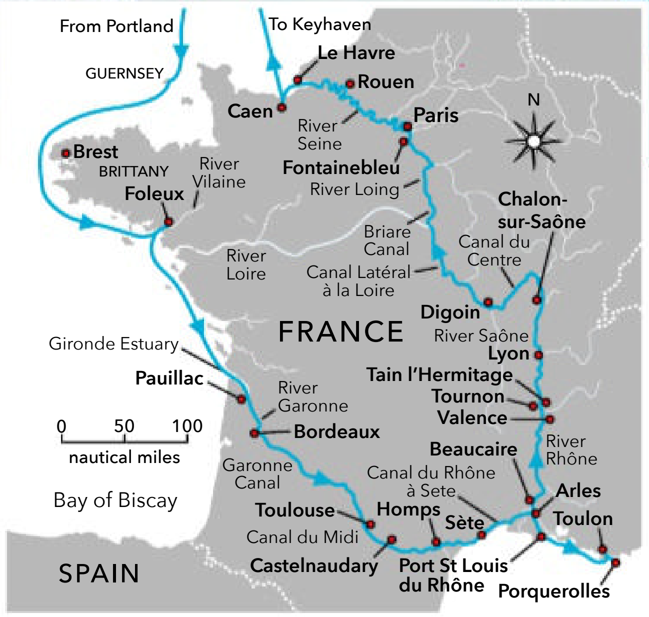
Calculated figures based on real-time readings, yours may vary considerably. Figures allow for 20% reserve. All prices inc VAT. 100% fuel, 0% water, 2 crew + safety stores. 12 degrees air temperature, F4 northerlies and 2ft seas for sea trial.

WORDS AND PICTURES Paul Weston

ROUND FRANCE

A fishing boat may not be the obvious craft for touring the vineyards of France but Paul and Sally Weston have cruised their beloved Mitch from Portland to the Med and back via Europe's finest wine makers




From Portland
To Keyhaven
GUERNSEY
Le Havre
Rouen
Caen
Paris
River Seine
N
Brest
BRITTANY
River Vilaine
Foleux
Fontainebleu
River Loing
Chalon-sur-Saône
Briare Canal
Canal du Centre
River Loire
Canal Latéral à la Loire
Digoin
FRANCE
River Saône
Lyon
Gironde Estuary
Pauillac
Tain l'Hermitage
River Garonne
Tournon
Valence
0 50 100
nautical miles
Bordeaux
Beaucaire
River Rhône
Garonne Canal
Canal du Rhône à Sete
Arles
Bay of Biscay
Toulouse
Homps
Sète
Toulon
Canal du Midi
SPAIN
Castelnaudary
Port St Louis du Rhône
Porquerolles

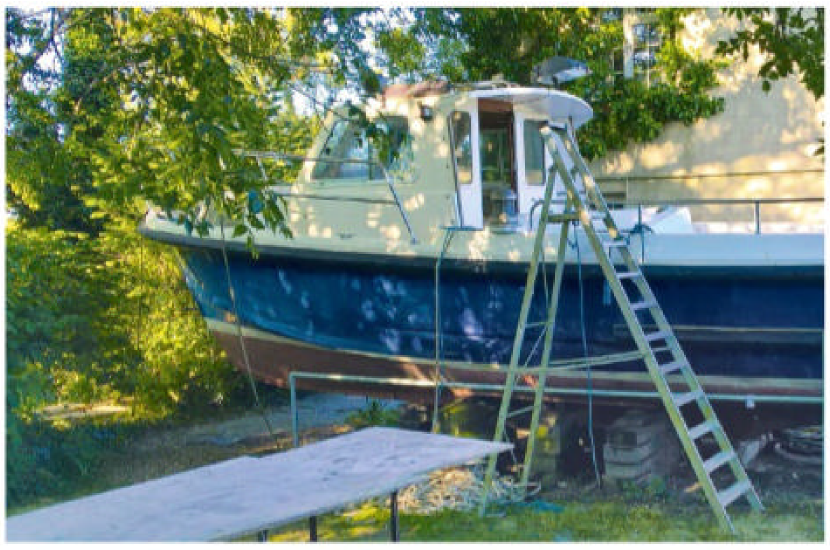
Our Mitchell 31's natural habitat is the world of tides and shoals, of sharp south westerlies and steep choppy seas. But from May 2019 until August 2021, *Mitch's* milieu was one of rivers and canals and the clear blue waters of the Mediterranean.

It is truly astonishing, in retrospect, that we could travel in our very ordinary boat, almost without formalities and at minimal cost, from Portland to Brittany, down to Biscay, through the rural heart of southern France to the Mediterranean and back. For this article, though, I want to focus on *Mitch's* progress through the Appellation d'Origine Contrôlées (AOC), the tightly controlled regions that designate and define all the great wines of France. The pride which the French take in their wine and the care with which it is made left a lasting impression on us and I would highly recommend other *MBY* readers take the opportunity to visit them by boat.

In the canals and rivers, we felt freer than we did cruising at sea. In the morning, we would cast off our lines, put the engine in gear and set off with the day's itinerary completely unplanned, safe in the knowledge that the rounding of every bend would reveal some new delight, and that we would find a secure mooring against the bank when we wanted to stop. Travelling slowly along inland waterways gives a very intimate view of the country and towns through which you pass but as the scene is viewed from the boat, your own familiar and secure world, you feel separate from life ashore. This is particularly so when travelling through some great, bustling city, with its people intent on their daily lives, oblivious to you and the boat a few feet away.

On the face of it, *Mitch*, a 1990 Mitchell 31 Sea Angler we have owned for more than 20 years, was not much of a cruising boat, designed as it was for taking angling parties out to sea for the day. However, *Mitch* was the boat we had and on the grounds that "perfection is the enemy of progress", we decided to go cruising in it. To the Mediterranean.

However, before we set off, there were difficulties to overcome. Firstly, *Mitch* was lying completely derelict in the garden, and secondly, her accommodation was very basic. We overcame the ▶



FAR LEFT: Exploring the Petit Rhone after her resurrection

LEFT: *Mitch* had been languishing in the couple's garden

TOP: Departing Portland for Guernsey on the first leg of the cruise

RIGHT: La Cité du Vin in Bordeaux shows off the area's wine heritage
BELOW: A blissfully still morning in the Odet River

first by spending three intensive months rebuilding the boat and the second by fitting a large cockpit cover and installing water tanks and a shower. *Mitch* was relaunched at Portland in August 2017, sporting a six-cylinder 220hp IVECO engine in place of the original Ford Sabre for a top speed of 16 knots, and an auxiliary 9hp Tohatsu outboard motor on the transom. We left for Guernsey a few days later.

I will not relate our progress round Brittany, except to say that *Mitch's* seaworthy hull, shallow draft and robust scantlings allowed us to find some wonderful unfrequented anchorages often by following advice found in *Secret Anchorages of Brittany* by the late, great, Peter Cumberlidge.

BORDEAUX BEAUTIES

In April 2019, after a winter layup at Foleux on the delightful Vilaine, we set off into the Bay of Biscay, island hopping southward, until on 1 May, we entered the Gironde estuary, with *Mitch* bravely surfing down the nearly breaking swells before being swept upriver on the flooding tide. When we saw Pauillac, with its Italianate architecture and river cruise ships moored alongside, we realised we had entered a different world, the world of southern France. The entrance to the marina is marked by a gigantic wine bottle and swept by fast tides, so we took advantage of the mooring buoy outside to await slack water before entering.

The visitor centre here is where our appreciation of French wine culture first started. Three of the five great premier cru Châteaux of Bordeaux are within the Paulliac AOC, so it seemed a logical place to begin. Unfortunately, all the English language Château visits had been booked for the cruise ships' passengers, so we walked to the nominally French-speaking La Rose Paulliac, a cooperative of small growers, where an extremely knowledgeable young woman explained the wine making process and encouraged us to taste its wares. After a short recovery period, we spent the afternoon walking through the vineyards and inspecting the Châteaux, including the legendary premier cru Lafite Rothschild, before returning to the boat.

We continued up the Gironde and then the Garonne, passing through the city of Bordeaux. This is where the wine trade to England really took off in 1154, when Eleanor of Aquitaine married Henry II. In 1308 it is said that 11,000 tons of wine were exported to England, and it's not hard to visualise the riverside quays bustling with small "cogs" loading "tuns" of wine and then working the tides and the wind down the Gironde, along the Biscay coast and through "The Trade", as the English sailors called the Chenal du Four, into the Channel.

The Garonne was *Mitch's* first canal and, after weeks at sea or in wide rivers, it was strange to be flanked on both sides by dense fields of maize and sunflowers. The banks were alive with dragonflies as we chugged on.

At Toulouse, we left the Garonne Canal and entered the Canal du Midi. Toulouse was *Mitch's* first encounter with a completely urban environment, travelling through the

ABOVE: Part of the renovation involved fitting a canopy to shade the cockpit

RIGHT: Navigating through Toulouse to the Canal du Midi

RIGHT: Ciceley cycles back with fresh baguettes

ABOVE: The Homps harbourmaster shares an office with the Minervois AOC

RIGHT: Laid up beside the vineyard at Homps

ABOVE: Exploring the delights of the Languedoc vineyards

bustling heart of the city. Soon we were at the canal's summit and as the slow descent to the sea began, the countryside gradually became more Mediterranean. By this stage the Covid pandemic had started to bite and we were forced to leave *Mitch* laid up in Castelnaudary for most of 2020. We managed a short hop to Homps, enlivened by the presence of our daughter Cicely, during the brief summer respite before once again laying up the boat next to a vineyard for the remainder of the year.

MINERVOIS MARVELS

Near Homps, the Canal passes through the vineyards of Minervois, including the Château Millegrand whose produce I had occasionally bought back at home. Charmingly, the Homps harbour master shares an office with the Minervois AOC, located in a former wine warehouse. This part of the Canal du Midi closely follows the River Aude, which flows towards the Mediterranean, but is often shoal in summer and a raging torrent in winter. The opening of the Midi Canal allowed for the reliable export of Minervois wine to Bordeaux and on to England all year round, bringing considerable prosperity to Homps, as evidenced by the substantial houses of wine merchants.

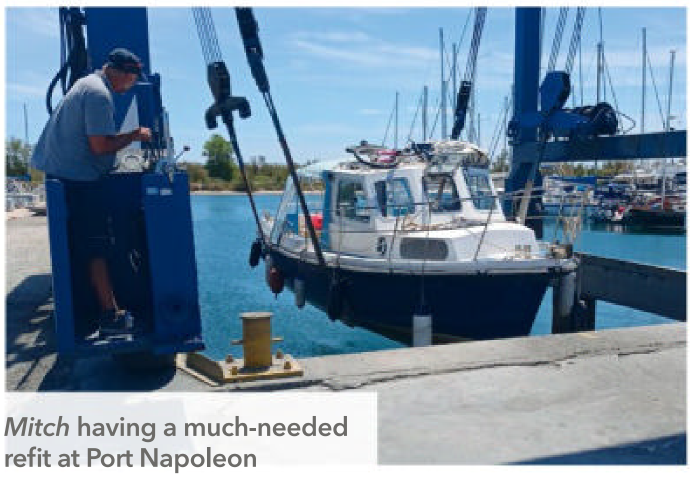
Though the countryside through which we passed was peaceful, it has not always been thus. The castles and fortified towns bear witness to the violent history of southern France, with frequent wars and attendant atrocities. In the terrible Albigensian Crusade against the Cathars, the entire population of Beziers was put to the sword. When the leader of the Crusaders, the Abbot of Citeaux, was asked how they could distinguish between Catholics and Cathars, he is said to have replied "Kill them all, the Lord knows those that are his own".

Near its end, the Canal du Midi makes use of a short section of the Hérault River. We were tempted by the sight of this ▶

The Garonne was our first canal – after weeks at sea it was strange to be flanked by fields of sunflowers

ABOVE: The remaining half of the medieval Pont d'Avignon that used to span the Rhone

BELOW: Moored opposite the ruins of Chateau d'Hers in Chateauneuf-du-Pape


Mitch having a much-needed refit at Port Napoleon

One of the many local vineyard shops en route

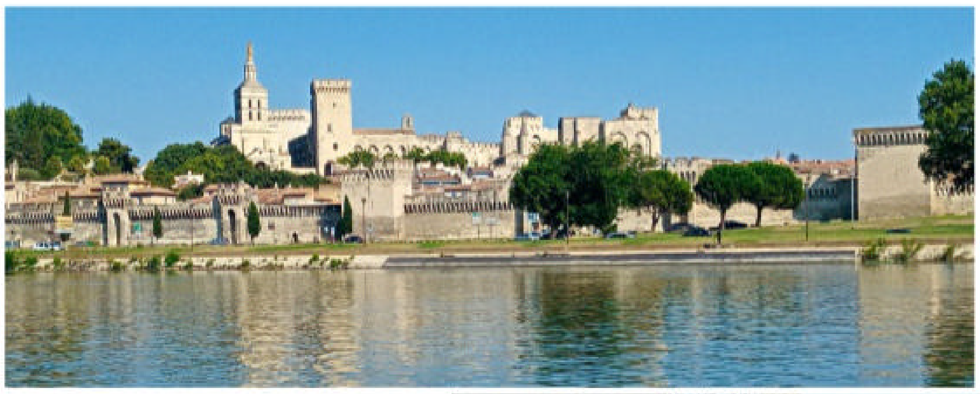
Waiting for the bridge at Frontignan, we bought several bottles of Muscat

Alongside in Frontignan

broad, tree-lined river, and turned upstream, spending the night tied to an overhanging tree branch, well away from the bank, lest one of the wild boars we could hear crashing around in the undergrowth landed in the cockpit!

While *Mitch* waited alongside for the infrequently opening bridge at Frontignan, at the start of the Canal du Rhône a Sète, we bought several bottles of Muscat de Frontignan, a sweet white wine produced only in the Frontignan AOC. Another source of wine was the strange, half-ruined Cathedral of Magoulene, standing on a mound near the sea, whose convoluted history includes Visigoths, Saracens and Popes.

The Canal du Rhône a Sète leaves the coast near Aigues Mortes and heads inland, skirting around the northern part of the Camargue, the fabulous wetland formed by silt washed down the Rhône. The water of the canal is brackish, so there is not the same profusion of trees but this is more than made up for by the abundance of wildlife. *Mitch* stopped at Gallician, and, after one attempt had been frustrated by a large herd of Camargue white horses, we went for an early morning walk, marvelling at the wealth of birdlife the wetland supports. On our way back to the boat, we bought wine at the picturesque Mas de Notarie, which is in the Costières de Nîmes AOC.



ABOVE: Palace of the Popes, Avignon

RIGHT: Being joined by wild horses on an early morning walk in the Camargue

From here we made an excursion lasting several days into the wild and beautiful Petit Rhône, venturing as far as the mouth of the river. By following one of the local tourist boats, it might have been possible to take advantage of *Mitch's* shallow draft and enter the Mediterranean from the Petit Rhône, but after several years on inland waterways, she was not yet ready for the sea, and if the truth be told, neither were we. Instead we joined the Rhône near the town of Arles and were swept down river to the sea lock at Port St Louis du Rhône and on to Port Napoleon for a much-needed refit.

Port Napoleon is not always loved by yachtsmen, and admittedly, it does have some drawbacks, including its exposure to the Mistral, mosquitos and summer heat as well as a certain post-industrial bleakness, but we have an affection for the place, its friendly staff and the nearby Port St Louis, a town for which the adjective "authentic" might have been coined.

MED MAGIC

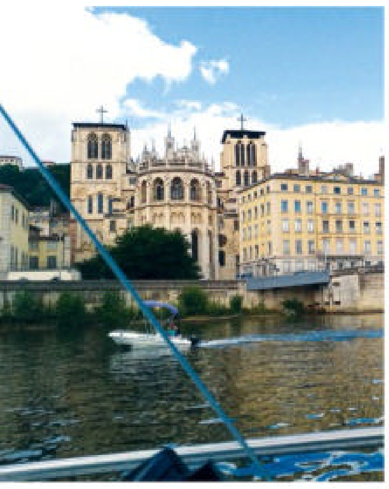
From Port Napoleon, Mitch ventured into the Mediterranean, enjoying a warm welcome from the sport fishermen of l'Estaque outside Marseille, who appreciated the sight of a classic British angling craft so far from home. We visited the Calanques of Mejean and Sormieu and the île de Riou. We anchored at the small resort of La Madrague, between Marseille and Toulon, and walked through the ancient vineyard there, part of the famous Bandol AOC. Porquerolles, east of Toulon, was the furthest *Mitch* ventured, and, we firmly believe, the furthest south and east that any Mitchell Sea Angler has ever travelled.

From here we turned north and west, stopping for a day at Port Napoleon before locking through into the Rhône. It was at Beaucaire, the ancient emporium of Provence, that we came upon our first Rhône barrage. These marvels of engineering are operated by the Compagnie Nationale du Rhône (CNR), and have almost tamed the destructive power of the river. Each barrage includes a hydro generating station and a lock of imposing dimensions, but despite their daunting size, the locks are free of turbulence and floating bollards make transiting easy.

We made good progress against the river current, marvelling at the ancient town of Arles, and the Pope's Palace and famous

▶

The waiting pontoons for the Rhone's barrages make handy but noisy overnight stops



ABOVE: Lyon cathedral

BELOW: Enjoying the tranquility of canal cruising

bridge at Avignon. Despite the barrages, the current, even in summer, remains fierce and the barges and cruise ships generate considerable wash. This, combined with the river's propensity to sweep away any sub-standard pontoons, means that there are not many stopping places.

By the time we reached Châteauneuf du Pape the light was beginning to fade and we were becoming slightly anxious. In the dusk we almost missed a small, rather rough looking quay on the right bank but we turned *Mitch* around and went alongside using our inflatable dinghy as a giant fender. This worked well and though *Mitch* rolled violently in the wash of passing cruise ships, no damage was sustained. The wharf may have been rough but its setting was incomparable, directly opposite the ruin of the Château d'Hers, in the heart of Châteauneuf du Pape, home of the finest wines in the area. It was here that the first AOC was established to combat the passing off of inferior wines.

A few miles upstream, we came to St Étienne des Sorts, in the Cotes du Rhône Villages AOC. Sadly, the pontoon had been swept away by winter floods so we were unable to confirm whether the wine from these villages really is superior to the generic Cotes du Rhône wines.

BARRAGES AND BRIDGES

Mitch continued upstream, through the giant locks, making use of the waiting pontoons for overnight stops. These pontoons are well maintained and secure but the downstream ones are only separated from the turbulent tail races of the water turbines by a wall, and the noise is constant.

We passed through the city of Valence, the northern limit of the Midi, and at a bend in the river came across the twin towns of Tournon and Tain l'Hermitage on opposite banks. Tain is dominated by a steep vine-covered hill and is home to several AOCs and a large wine company, Maison M Chapoutier.

The two towns are connected by the first suspension bridge to cross the Rhône, designed by Marc Seguin, whose statue overlooks his bridge from a pedestal near the river.

Before Seguin's invention, bridging the Rhône was almost impossible as the river's violent floods swept the piers of arched bridges away, as evidenced by the remains of the Pont d'Avignon. Seguin, an early customer of George Stephenson, was dissatisfied with the two locomotives he bought and built his own, greatly improving the trains' performance through an innovative boiler design.

Lyon, at the confluence of the Rhône and Saône, was another interesting stop. The city is prosperous and home to impressive Roman remains. *Mitch* now entered the Burgundy wine region with the well-known Beaujolais AOC to port, which gave way to the Mâconnais AOC as we passed through the old bridges of Mâcon. The Saône is a beautiful, placid river, and we spent one night on it, amongst water lilies, tied between a tree on the bank and a kedge anchor.

At Chalon sur Saône we entered the Canal du Centre,which took *Mitch* over the watershed between the Rhône and Loire basins and through the rural and beautiful La France profonde, with its green fields and characteristic white Charolais cattle.

At Digoin, *Mitch* crossed over the Loire on the pont canal and descended through a deep lock into the Canal latéral à la Loire, which follows the Loire River for about 120 miles. It has few locks, and passes through some notable wine AOCs, including Sancerre on a steep hill overlooking the canal, and Pouilly sur Loire, home of the famous Pouilly Fumé AOC. We moored the boat for a day at St Thibault, where a lock used to connect the canal to the Loire, and were taken by minibus to the river itself, where we canoed back down the Loire, propelled by the swift current.

We moored on the canal bank for the night and in the morning went back half a mile or so to a sign we had seen advertising the Patrick Noel Château. We made fast to this sign, and walked up to take a closer look at the Château but I think we were too early, as it was firmly closed. ▶

It was a truly wonderful experience and I would recommend it to anyone with a passably competent motor boat

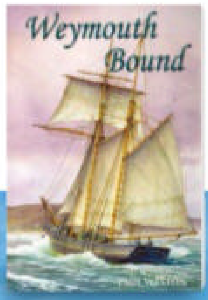
THE LAST LEG

After that, though, there were no more AOCs, *Mitch's* journey continued into the Briare Canal, the oldest summit canal in Europe, along the Loing and into the Seine.

As well as rural moorings, we stopped at Fontainebleu and followed the helpful barge Centaure into Paris, where we spent a night at the Arsenal Marina, formerly the moat of the Bastille, and then followed the Seine to the sea at Honfleur, pausing at Rouen to wait for a tide window. Our first attempt to cross the Channel was frustrated by a stiff northerly, and so, running out of time, we left the boat in Caen for a few weeks. *Mitch's* second attempt was successful, the Channel more reminiscent of the Mediterranean, the trip only slightly marred by the embarrassment of the main fuel tank running dry as we entered Keyhaven in the dark.

The trip around France had taken four years. It was a truly wonderful experience and I would recommend it to anyone with a passably competent motor boat. If *Mitch* can make it so can many others.

PAUL WESTON is the author of *Weymouth Bound* and *Not by Sea*, novels which combine compelling plots with historical and nautical accuracy, available on Amazon in Kindle and paperback formats. www.paulwestonauthor.com



ABOVE: Paris Arsenal marina

RIGHT: Working the lock in Montargis, on the Loing Canal

ABOVE: Blighty beckons after four years exploring the French waterways

BOAT TEST

DALE CLASSIC 37

The Welsh wizards at Dale have an uncanny record of building timeless boats with world class seakeeping but can their latest offering live up to the legends of the past?

WORDS: Hugo Andreae

There aren't many things to celebrate about lockdown but the new Dale Classic 37 may just be one of them. It was the temporary shutdown of Dale's boat building business in early 2020 that gave managing director Mike Reynolds the time to reflect on what its next boat might be. By then the elegant Classic 45 was already 13 years old and although it had been joined by a Classic 35 in 2014, Mike felt there was room for something in between, something that combined the timeless looks and style of the Classic 45 with the superior packaging and more manageable proportions of the 35. He even had a customer willing to fund the build. Just one problem remained; Arthur Mursell of TT Boat Designs, the naval architecture firm behind the legendary Nelson range of craft and the man responsible for designing all of Dale's equally seaworthy hulls, had retired. Thankfully, Mike has a way with words and once you get talking to him, it's very hard to say no. Arthur duly relented, dusted off his drawing board and the serious business of designing and building the new Classic 37 began.

Two years later and that vision is now a reality. Launched to widespread acclaim at the Southampton Boat Show in September, it certainly appeared to tick all the right boxes in terms of looks, layout and finish, but the real test of a Dale is how it copes in a lumpy sea. This is best experienced in Dale's home waters off the Pembrokeshire coast in West Wales, where the waves roll in from the Atlantic all the way from America. The Solent in September is a poor substitute for the sheer majesty of the Welsh coastline but it can get pretty messy when the wind is blowing and the tide is running. And today it is doing just that. With a gusty Force 6-7 rattling the masts in the marina and most boats staying resolutely put, it's exactly the kind of day a Dale is made for. Time to get down to business.

PERFECT FIT

Settling in behind the helm of the Classic 37 feels a bit like slipping on your favourite pair of deck shoes – smarter and more luxurious, of course, but comfortable and strangely familiar even if you've never driven a Dale before. Like Goldilocks's porridge, everything about it feels just right. The large, upright stainless steel wheel is cool to the touch and adds a certain gravitas to the experience while harking back to its Nelson pilot boat roots. The oversized compass, mounted on a circular plinth of turned oak, speaks of adventures to come. And the combination of easy-to-read analogue dials and the latest touchscreen MFDs set in carbon fibre but framed in yet more polished oak is shorthand for everything Dale stands for – modern engineering, timeless styling and quality craftsmanship.

The semi-planing round bilge hull itself is equally true to its origins. With its shallow keel, low centre of gravity and hefty lay-up, it shares much of its sea-keeping principles with the legendary Nelsons of old but thanks to a wider beam, higher freeboard, moulded-in spray rails and a deeper deadrise angle

BELOW: You'll never get tired of the view over that extraordinarily big, flat foredeck

towards the stern, it should also run faster and flatter with less roll and a drier ride. Power comes from a pair of 440hp Yanmar diesels on traditional straight shafts with the propellers tucked out of harm's way between the deeper draught of the keel and rudder.

Easing along the speed restricted River Itchen towards Southampton Water, it feels every bit as planted as you'd expect. That shallow keel helps with directional stability, too, minimising the need for steering corrections and reducing any tendency for it to be blown off course during low-speed manoeuvres. The diameter of the wheel exaggerates any inputs but with a fairly high-geared 3.5 turns lock to lock, and just enough weight to give a sense of the forces at work, it feels perfectly judged for the task in hand. As with all Dales the helm is to port to maximise visibility, but the throttles being to the left of the wheel takes a bit more getting used to for the right-handed among us. As ever, the reason is logical – now that they've engineered a portside helm door, it makes sense to have the throttles within easy reach so that you can guide it into a berth while standing on the side deck.

Pushing out into Southampton Water, and the full force of the northerly breeze funnelling down it, starts to reveal some of the 37's other characteristics. With the bifold doors shut and the hatches sealed, the wheelhouse feels as snug and secure as the library of a stately home – all that's missing from its wood and leather embrace is the crackle of an open fire! You can just about hear and feel the distant thrum of the two Yanmars beneath the cockpit sole but the layers of sound insulation and natural balance of the smooth running in-line sixes keeps any interference well in check. Such are Dale's standards that the very slight vibration at speed, which felt entirely acceptable to me, had already been added to Mike's snagging list. Nothing escapes his perfectionist eyes and ears.

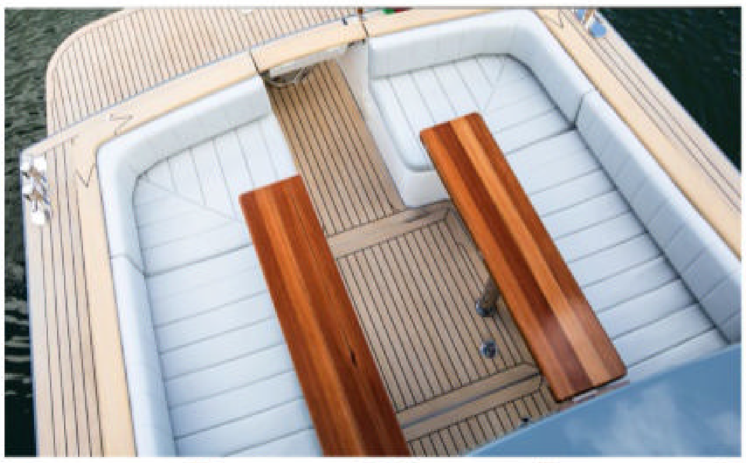
LEFT: The slender forefoot slices through the sea, sending sheets of spray out on both sides of the hull

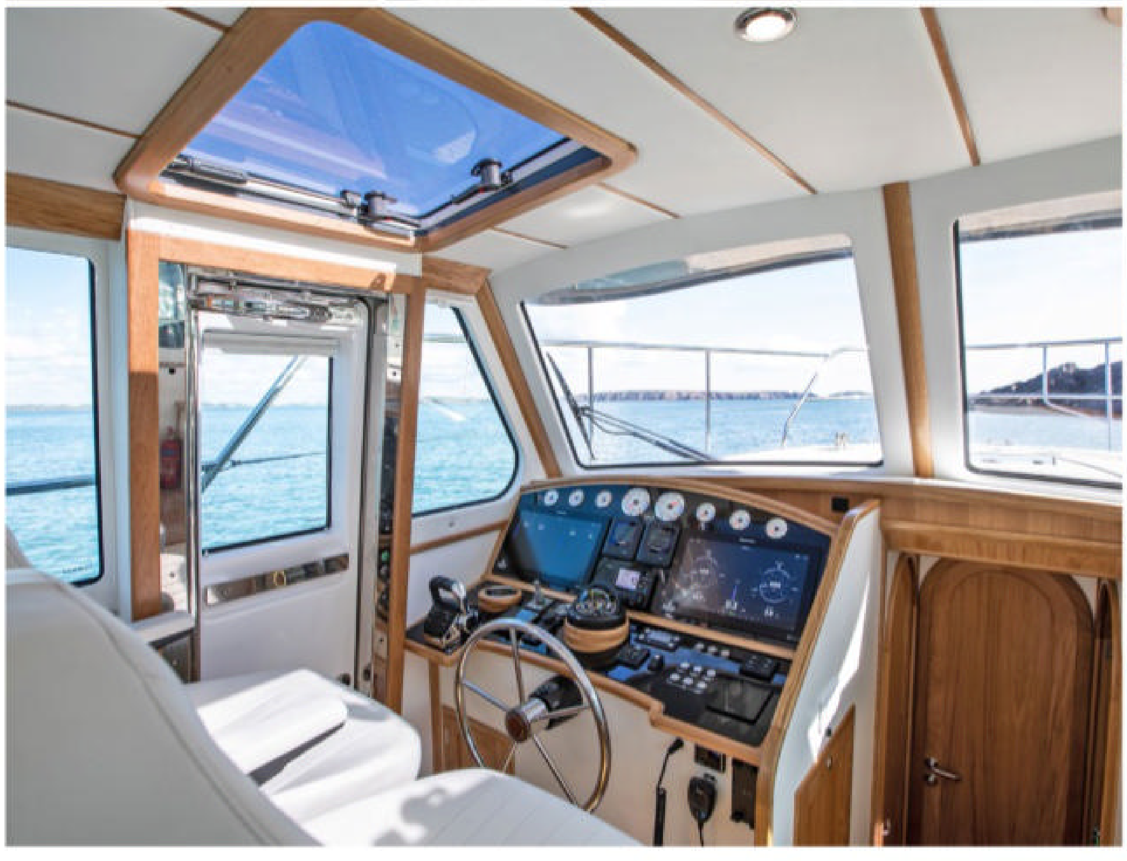
ROUGH OR SMOOTH?

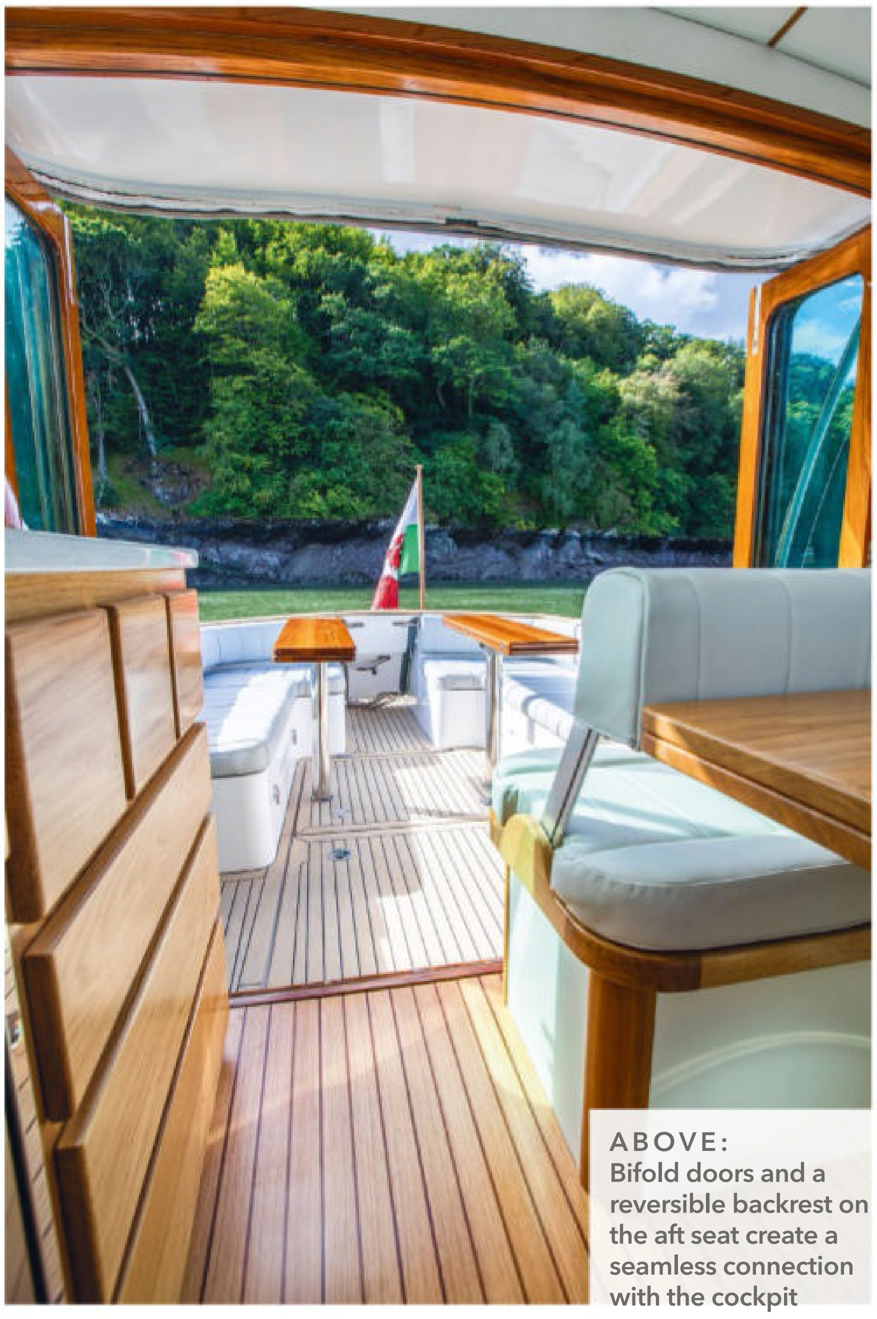
Any concerns that the hand-built nature of the hull and fit-out might be prone to the occasional creak and groan are swept away the minute we point the bow into the waves and apply some throttle. This feels far more robust than any similar sized mass-produced boat I have driven. The semi-planing hull design must take some of the credit for that; rather than riding over the crest of the waves and crashing down into the following trough onto the flatter aft sections of a planing boat, the Classic 37 stays ▶

RIGHT: Both of the cockpit tables unfold and meet in the middle to make one big dining table

BELOW: Sturdy helm door swings open on pantograph hinges for easy access to the side and foredeck







ABOVE: Bifold doors and a reversible backrest on the aft seat create a seamless connection with the cockpit firmly planted and parts the waves with its finer forward sections. Even if the bow does become airborne the dampening effect of that sturdy keel, enhanced aft deadrise angle and softer, round bilge hull form results in a much more gentlemanly landing. This does involve a fair bit of water being thrown out either side but in anything other than a stiff head wind it is ejected far enough away to stay clear of the decks and cockpit. In a stiff quartering wind some of the finer spray inevitably gets blown back onto the windscreen but it would be unfair to describe this as a wet boat in the way that some Nelsons of old may have been. As Mike points out, the same would happen with any other boat, it's just that people rarely go smashing into head seas in other boats whereas that's all part of the fun in a Dale.

And fun it really is. With almost 900hp on tap from those punchy Yanmars, this is a genuinely quick boat. Most semi-planing boats tend to max out at around 22-24 knots often with their sterns dragging through the water and their bows high in the air, feeling like they're straining every sinew to get there. Not this one. We hit 28.8 knots with very little disparity in speed whether we were running with or against the wind and waves. Nor did it feel like we were pushing a lot of water; the bow rise remained in check and the engines stayed muted. In many ways it felt much like a planing boat but without the slamming.

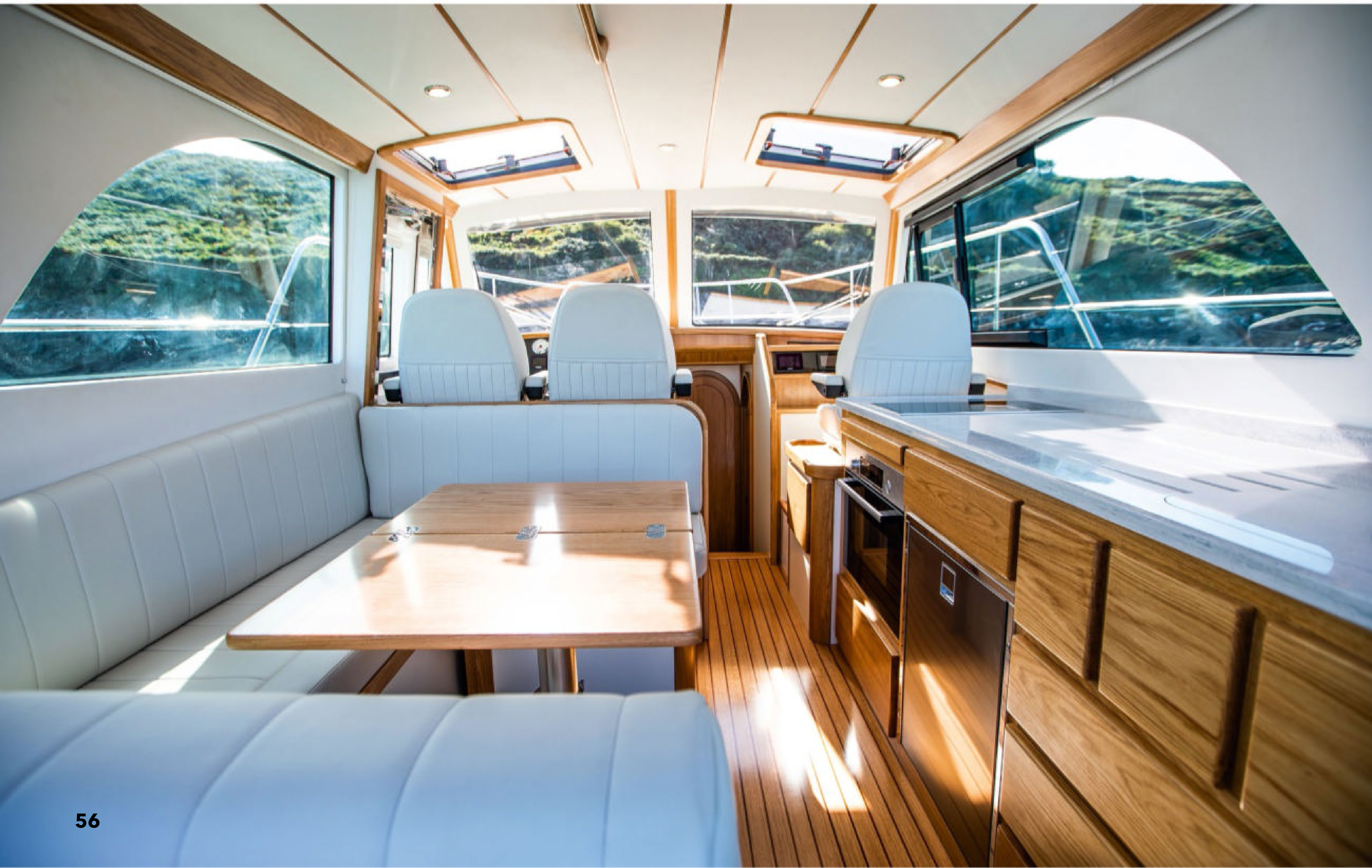
Throwing aside all that water must have an effect on fuel consumption but the penalty isn't as bad as you might think. At 20 knots, for instance, it's burning 96lph, which compares to around 85lph for something like a Sealine C390. Given that the latter is a more naturally efficient planing hull propelled by less powerful 370hp Volvo D6s on slippery sterndrives, we'd expected the gap to be bigger. The disparity does increase higher up the speed range where the drag of the shafts starts to have a greater impact but it's still not terrible (132lph vs 97lph at 25 knots). Being semi-displacement, it also has an unusually wide range of comfortable cruising speeds, being happy at any pace between 6 and 26 knots without that awkward hump in the middle when a planing boat is trying to climb over its own bow wave. We didn't notice it being unduly prone to rolling in a beam sea either, although the owner of our test boat has taken the precaution of fitting a Quick gyro stabiliser at the back of the engineroom to ensure it stays rock steady, even at anchor.

BELOW DECKS

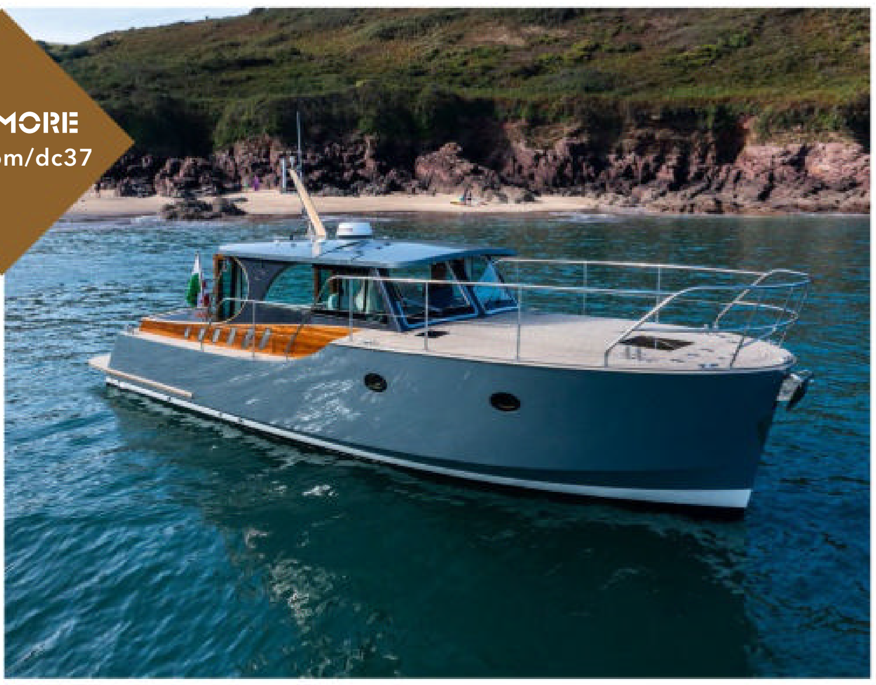
Dynamically there is much to admire and little to criticise but how does the Classic 37 measure up in terms of layout and accommodation? That rather depends on the benchmark you choose. By sticking with a straight shaft set-up, the engines have to be mounted much further forward than in a sterndrive, IPS or V-drive boat, encroaching on space that could otherwise be used for cabin space. As a result, the amidships guest cabin tucked under the starboard side of the wheelhouse floor is pretty tight on space and headroom. There are plans to lower the bed and shift it further aft but it's never going to be a Tardis.

The owner's cabin in the bow, by contrast, is exactly that. By raising the sidedecks to the same level as the unusually high

BELOW: The oak galley unit is every bit as solid and seamanlike as it looks



SEE MORE
mby.com/dc37



LEFT: Side decks rise up to meet the flat foredeck with the aid of two steps amidships

foredeck with the aid of a couple of steps either side of the windscreen, Dale has created a full height deckhead across the entire width of the cabin. It's one of those ridiculously simple but effective ideas that makes you wonder why nobody has done it before now.

Restricting eye-level lockers to the head of the bed and using soft white vinyls on the hull sides and deckhead maximises the effect. The result is a cabin that looks and feels far bigger than you'd expect on this size and style of craft, rivalling that on its own much longer 45ft sibling.

Oak frames around the bed, portholes, shelves and lockers add warmth and class without creating an atmosphere that's overly dark and traditional. Hanging lockers on either side of the door and an electric button that lifts the base of the mattress to reveal another huge storage void under the bed ensures it's as practical as it is stylish.

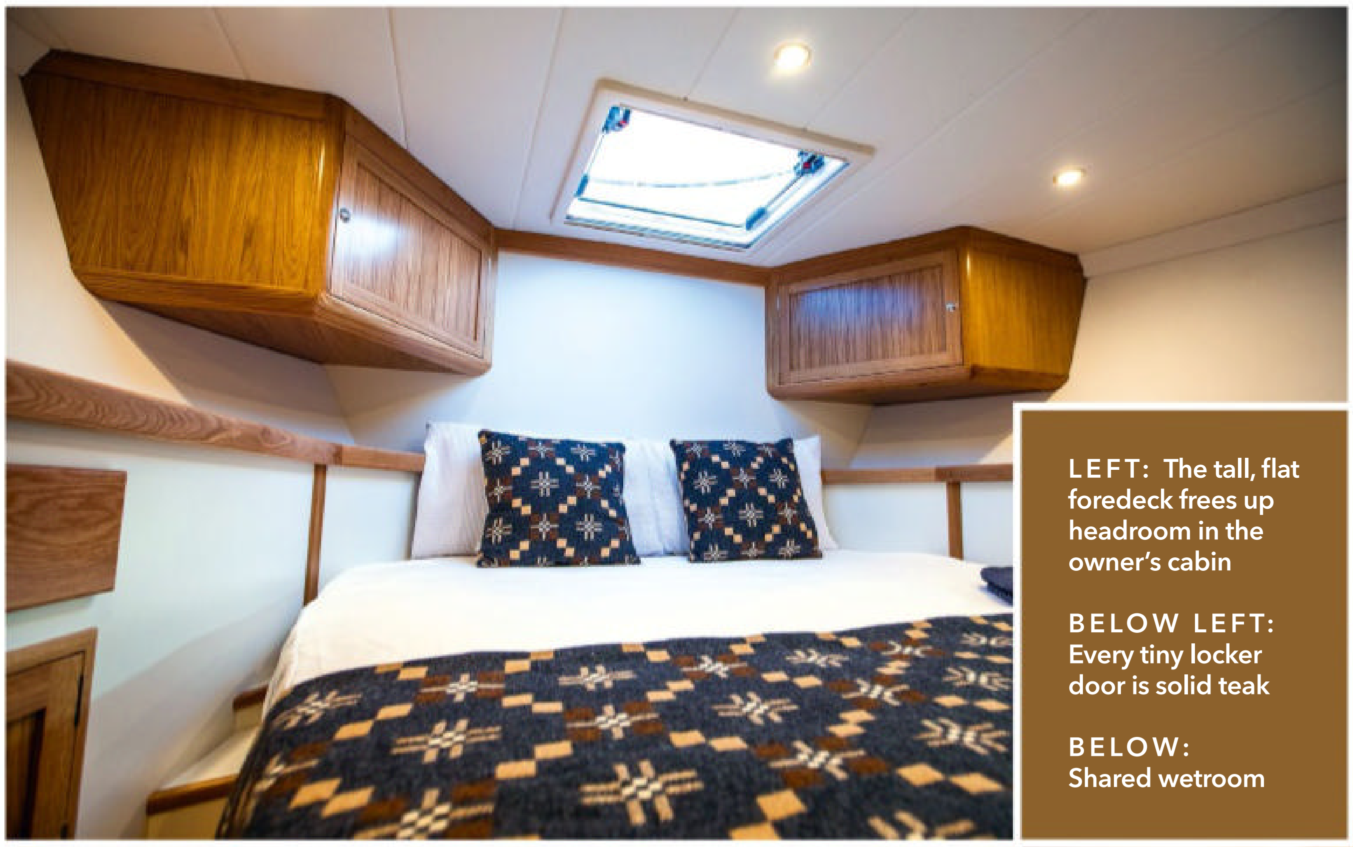
The shared heads compartment is a single large wetroom, rather than having a separate shower compartment, but thanks to teak grating on the floor it never stays damp for long and there's plenty of natural light, ventilation and headroom to keep the space well aired.

ABOVE BOARD

The wheelhouse is also something of a packaging masterclass, thanks in part to a motorised helm bench that slides all the way forward at anchor to create extra seating space around the dinette table. The galley along the starboard side is well equipped with plenty of worktop space and storage, mostly in the form of solid oak drawers that have to be lifted slightly before being opened to ensure they stay put in big seas. When the chef is at work, guests might need to suck in their tummies to pass by but that's the only pinch point.

The teak bifold aft doors also merit a mention for tucking so neatly out of the way when open, especially given that the aft section of dining seating has a reversible backrest allowing it to face out into the cockpit. Benches along both sides of the cockpit with matching tables that fold out to meet in the middle make full use of the space, while the central transom gate that swings out on a bespoke pantograph hinge is a thing of beauty in its own right.

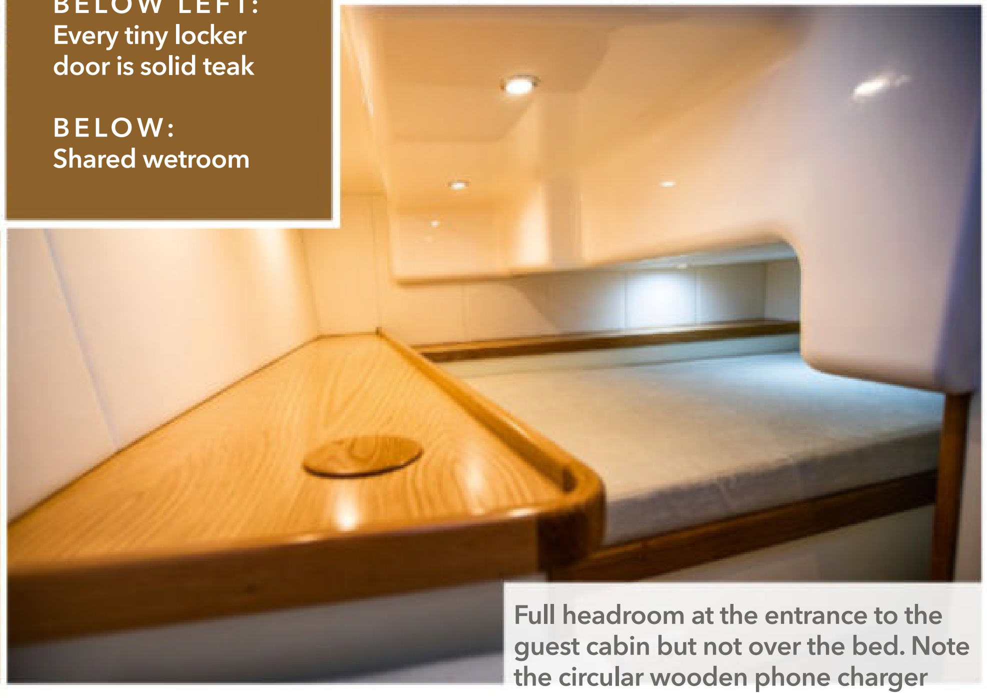
Glass extensions on either side of the wheelhouse help prevent wind and spray curling round into the cockpit and are protected by curved stainless steel grab rails helping you to step up ▶



LEFT: The tall, flat foredeck frees up headroom in the owner's cabin

BELOW LEFT: Every tiny locker door is solid teak

BELOW: Shared wetroom



Full headroom at the entrance to the guest cabin but not over the bed. Note the circular wooden phone charger

INSET: Even the transom door is a bespoke hand-crafted work of art

> Quality shines through in every aspect of the boat's build

ABOVE: Twin 440hp shaft drive Yanmars deliver 29 knots in flat or choppy seas

onto the side decks. Waist-high guard rails lead forward from here to a second pair of steps leading up to the foredeck. These are perhaps the only compromise of that raised foredeck design, requiring a bit of care to negotiate due to the rather shallow but steep steps, especially when dropping down. Once up on the foredeck the vast expanse of flat, grippy teak is a joy to use both for crewing and relaxing duties and far more versatile than the usual curved coachroof and sunken side decks. You could happily set up a couple of director's chairs, bean bags or sunpads here and settle down for an afternoon at anchor.

Last but by no means least is an almost exemplary engineroom. Two central hatches open up along the full length of the cockpit allowing easy access to the raw water strainers, generator, sterngear, stabiliser and gearboxes as well a large central storage well for an inflatable tender, paddleboards, folding bikes and other toys. Because the engines themselves extend a fair bit further forward under the wheelhouse, access to the outermost sides and clearance over the top is a bit restricted but all the regular service items are easy enough to get to.

VERDICT

There may be no such thing as the perfect boat but it has to be said that the Dale 37 comes perilously close. Other than a rather cramped second cabin and the lack of a separate shower compartment, there is almost nothing to grumble about, whereas the list of positives is long enough to wear out the office keyboard. Foremost among these are its imperious seakeeping, which feels even more commendable given its relatively short length-to-beam ratio, its civilised performance and the peerless handcrafted quality that shines through in every aspect of its build, engineering and finish.

We haven't even mentioned the way it looks but you don't need us to tell you that, just look at the photos and make your own mind up. Admittedly there are cheaper 37ft boats around but whereas its starting price of £640,00 ex VAT seemed an incomprehensible amount of money for a craft of this size a few years back, it now looks increasingly like the norm, even for a production boat. If you have the means and make the mistake of talking to Mike, you will find it even harder than ever to say no!

CONTACT www.dalenelson.co.uk

MIX AND MATCH

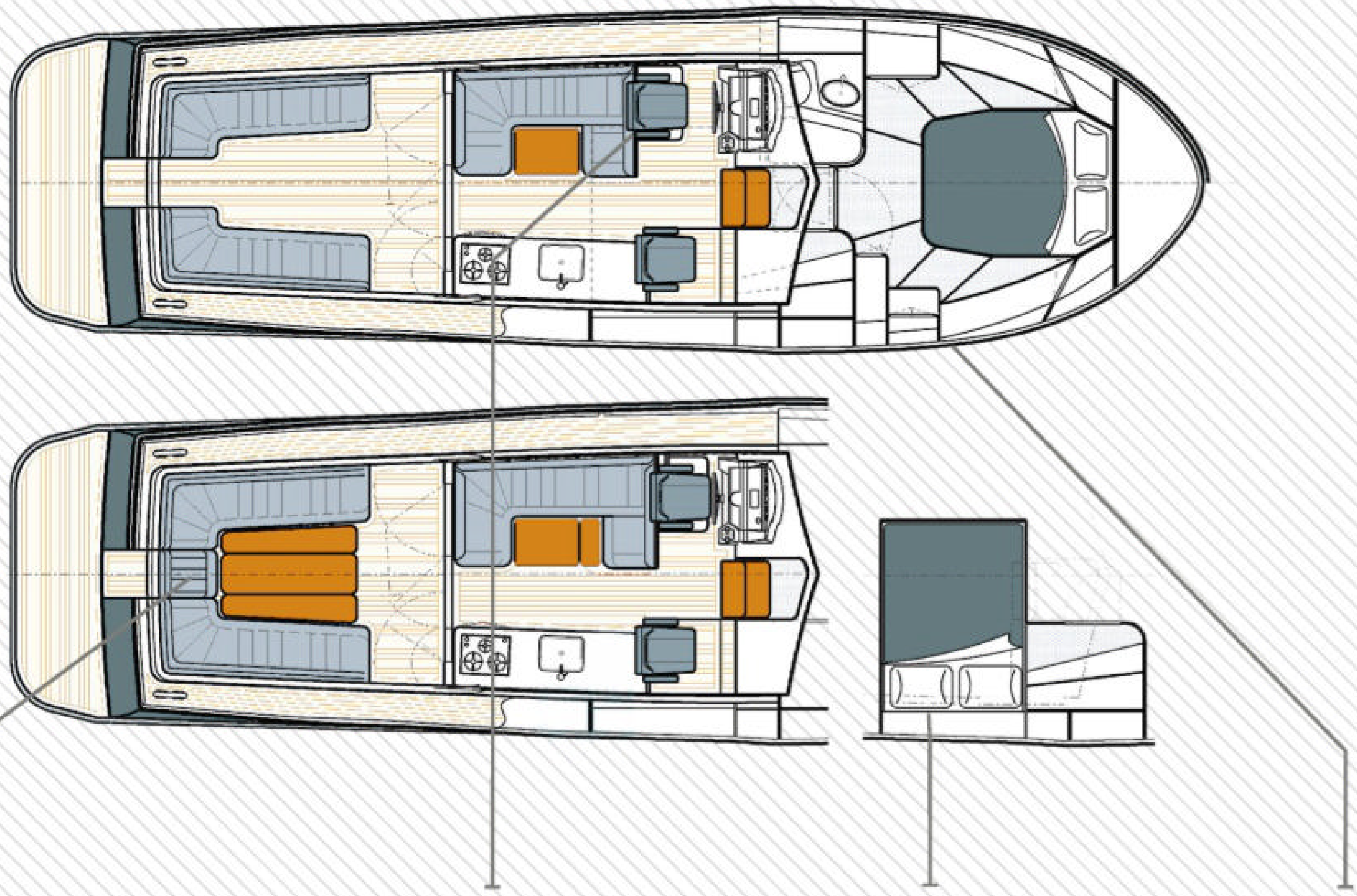
The mix of analogue dials and digital screens looks busy

WOOD WORKS

Even the compass and cup holder are set in handmade oak frames

LEFT FIELD CHOICE

Throttles are positioned to the left of the wheel to give easy access to them from the side deck



FULL HOUSE

A central fill-in cushion completes a full sweep of seating round the two fold-out tables

SLIDING HELM

Test boat had twin helm seats both of which slide back over the dinette to create more legroom

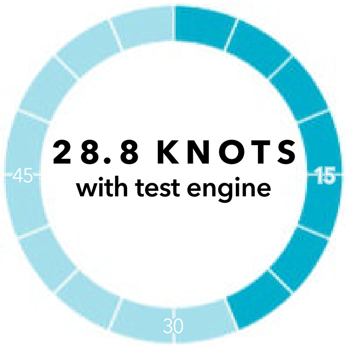
GUEST CABIN

This is actually located under the wheelhouse floor, hence the limited headroom

TEARDROP HULL

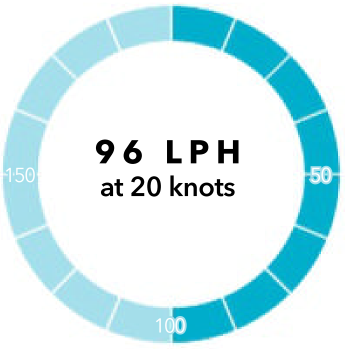
The beam is carried a long way forward, maximising space in the owner's cabin

TOP SPEED



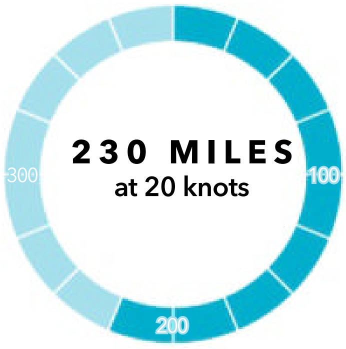
28.8 KNOTS
with test engine

CONSUMPTION



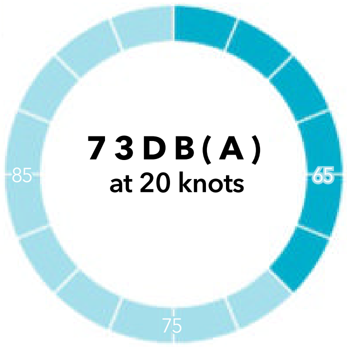
96 LPH
at 20 knots

RANGE



230 MILES
at 20 knots

NOISE



73DB(A)
at 20 knots

PRICE

£965,000
as tested inc VAT

SPECIFICATION

LOA 40ft 2in (12.25m)

BEAM 12ft 3in (3.72m)

Draught 3ft 8in (1.12m)

Air draught 9ft 1in (2.77m)

Displacement 10 tonnes (light)

Fuel capacity 1,380 litres

Water capacity 440 litres

Engines 2 x 220-440hp Yanmar or Mercruiser

RCD Category A

Designer TT Boat Designs and Dale Sailing

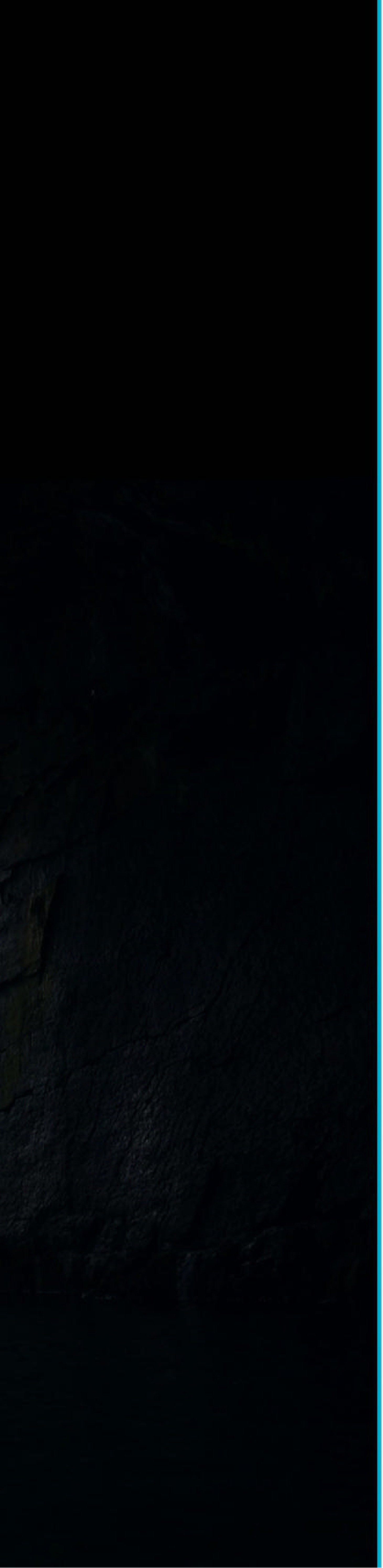
PRICE from £640,000 ex tax

PERFORMANCE

Test engines Yanmar 440hp 6LY 5.8-litres six cylinders in line turbodiesel

			ECO						FAST		MAX
RPM	600	1,000	1,250	1,500	1,750	2,000	2,250	2,500	2,750	3,000	3,350
Speed	3.4	7.2	8.1	9.2	10.3	14.2	17.4	20.0	23.0	25.0	28.8
LPH	3.6	10.2	18.6	29.2	51.2	63.0	76.4	96.0	110	132	182
LPM	1.05	1.42	2.30	3.17	5.0	4.44	4.39	4.80	4.78	5.28	6.32
Range	1,051	777	480	348	221	249	251	230	231	209	175
Noise dB(A)	53	62	67	71	70	71	71	73	74	76	78

Calculated figures based on real-time readings, yours may vary considerably. Range figures allow for 20% reserve, 50% fuel, 50% water, 3 crew. 20 degrees air temp, F6, choppy seas



A TRULY EPIC

IRISH ADVENTURE

PART TWO

After crossing the Irish Sea and leaving his Princess V39 Cecienne in Kinsale Harbour, John Boyle heads south-west along the remote and beautiful coastline of County Cork

WORDS: John Boyle
PHOTOS: River Owsley-Brown

RIGHT:
Exploring the caves underneath the Old Head of Kinsale

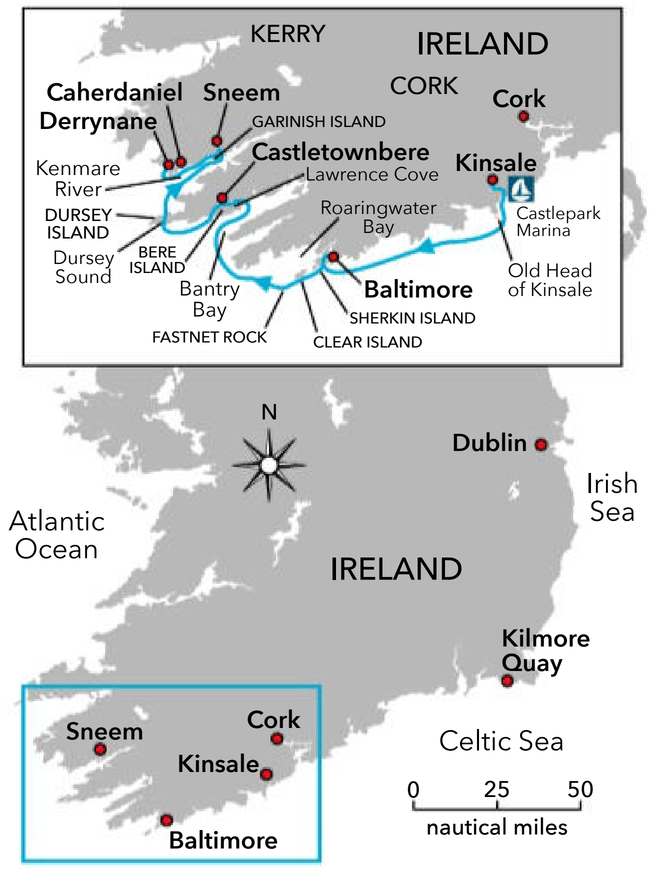
FAR RIGHT:
John had been captivated by Sherkin Island's scenery ten years prior and felt compelled to return

After weeks of checking weather forecasts, the perfect weather pattern was emerging – a huge high pressure in the mid Atlantic that appeared to be stationary. It was time to jump on the Aer Lingus flight back to Cork and continue our exploration of South West Ireland.

A quick tip about air fares – try and book as far ahead as you can, even if just an extra day. When I checked Monday's flights on the Friday afternoon they were available at £82, when I booked 12 hours later they had jumped to £213!

I can go for a couple of weeks at home without seeing our Princess V39 *Cecienne*, but walking along the pontoon in Kinsale towards her felt like catching up with an old friend. We'd caught the evening flight so we only had time for a quick pint and then an early night – we'd left her fully fuelled and topped up with water, so she was raring to go.

I'd not known how long we'd be leaving her in Kinsale, but we'd got lucky. Stephen at Castlepark Marina is one of those marina managers who knows his customers. Of course, the marina was full for the summer and my requests for "a berth for a month, maybe more" had been universally rejected by other marinas in Cork and Kinsale. But he knew that he'd be able to juggle and squeeze us in.


KERRY
IRELAND
CORK
Caherdaniel
Sneem
Derrynane
GARINISH ISLAND
Cork
Castletownbere
Kinsale
Kenmare River
Lawrence Cove
DURSEY ISLAND
Roaringwater Bay
Castlepark Marina
Dursey Sound
BERE ISLAND
Bantry Bay
Baltimore
Old Head of Kinsale
SHERKIN ISLAND
FASTNET ROCK
CLEAR ISLAND
N
Dublin
Irish Sea
Atlantic Ocean
IRELAND
Kilmore Quay
Sneem
Cork
Kinsale
Baltimore
Celtic Sea
0
25
50
nautical miles

KINSALE CAVES

I was woken before the alarm at early dawn by the strangest bird call almost right next to my ear. Through the open porthole I could see a heron perched on our mooring line just a few feet away. Totally motionless, neck craned forward hovering a few inches from the water, it suddenly dipped its head in and came up with a small fish. One of those magical moments when I wished I'd had my camera to hand but one that I won't forget.

Heading west from Kinsale Harbour the first headland is the Old Head of Kinsale with its distinctive lighthouse set on a narrow spit of land riddled with caves. Over the years one of these caves has been worn by the sea into a tunnel right through the cliffs. Last night a man in the pub told me that according to local lore, when the lighthouse was manned, the keepers had tried to get the island enhancement to their wages because technically it was surrounded by water. Good try, but they weren't successful!

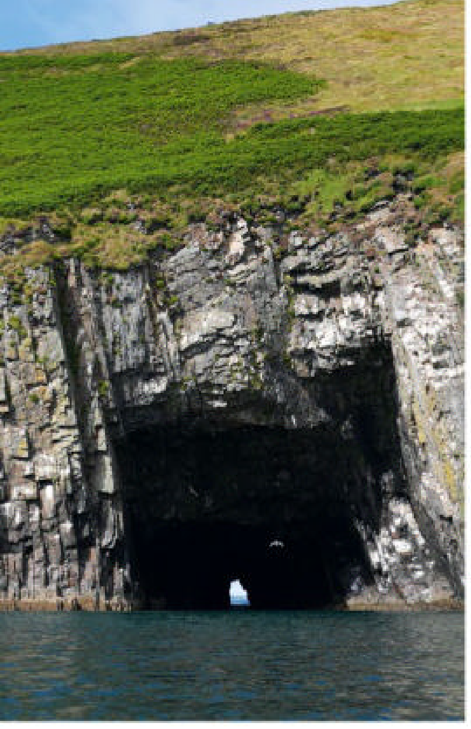
On this calm morning, the temptation to explore the tunnel was too great. River and I launched the tender and paddled through, much to the indignation of the nesting sea birds.

Baltimore Harbour is in a huge natural bay, Roaringwater Bay, studded with islands. You could spend a week here exploring in your boat and never get bored. Knowing how popular it is I had booked a berth in advance rather than just turning up and hoping. The pontoon is an old concrete barge from WW2 built for the D-Day

RIGHT:
Baltimore day marker

FAR RIGHT:
Baltimore harbour at night

INSET:
Mending fishing nets on the quay



landings which had somehow ended up here as a family-run summer business.

Diesel is available by tanker from Kieran Cotter at Cotter's supermarket. He has great stories to tell, having been coxswain of the local lifeboat for around 30 years, so don't be in a rush with your refuelling!

BALTIMORE BOUNTIES

Baltimore was the only place I'd planned to stay for more than one night, mainly because River had to do a half-day speed awareness course by Zoom that afternoon! I'm guessing not many errant drivers attend their course from an Irish pub, although on second thoughts...

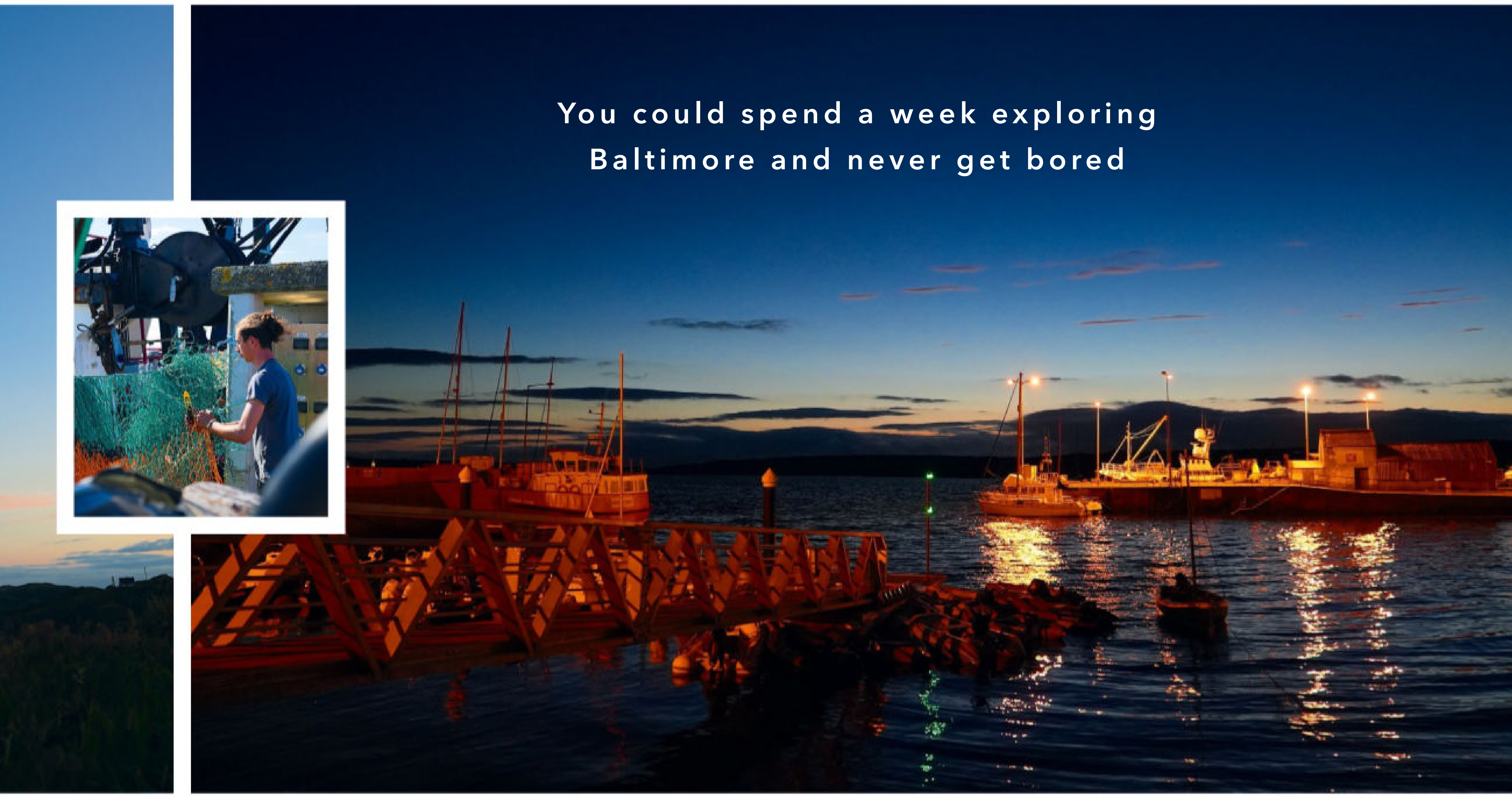
With so many islands to choose from, we were spoilt for choice but there were two islands I was particularly keen to visit – Sherkin and Clear. I had fond memories of putting into Sherkin more than ten years before and spending the night in the local hotel with a group of Irish minstrels who cruised the coast each summer. Sadly, the hotel was closed this year.

A regular ferry, the *Yoker Swan*, runs the couple of miles across from Baltimore Town to Sherkin but we made the crossing on our tender. One of the guidebooks describes Sherkin as having "scenery that'll knock you sideways." It's a description that could easily apply to much of Ireland's west coast. Certainly, Sherkin has a captivatingly relaxed island charm. And for such a quiet place, it has an unusual claim to fame.

In 1631, Barbary Coast pirates snuck into Baltimore under cover of darkness and snatched 107 men, women and children. Many of those that were abducted are said to have died on the journey back to North Africa due to the meagre rations and constant beatings from the slave drivers.

Those who survived were sold in the slave markets of Algiers. Only three ever made it back to Ireland. The name of "The Algiers" pub in Baltimore commemorates the raid.

Nor could we ignore the draw of that other local legend, the Fastnet Rock, standing proud 8 miles offshore. As Ireland's most southerly lighthouse and the last part of Ireland that 19th-century Irish emigrants escaping the potato famine would have seen as they sailed off hoping for new lives in America, it holds a special place in people's hearts. It was also an essential stop on the way to our next port of call – Lawrence Cove in Bantry Bay. ▶



You could spend a week exploring Baltimore and never get bored

LEFT: The Cornish ensign flutters proudly off Bere Island

RIGHT: The pretty lane leading down to Lawrence Cove

INSET: Rerrin car ferry heads to the mainland

BANTRY BAY

A small 44-berth marina on Bere Island, Lawrence Cove has it all; water, electricity and diesel on the pontoons, plus showers, toilets and a laundrette. When I told the manager that I'd been here more than ten years ago, her cheery response summed it up perfectly, "Well, nothing has changed!"

There's a lovely tranquil feel to the marina and indeed the whole sparsely populated 10km-long island. The two dolphins that spent an hour circling close by the pontoon feeding on a shoal of fish seemed to share the vibe, just getting on with business and seemingly oblivious to us watching them from just a few yards away.

The ferry to the mainland runs from close by and there are even occasional buses from Castletownbere to Cork, taking between three and five-and-a-half hours.

Castletownbere is the largest fishing port in Ireland and claims to be the second safest natural harbour in the world. I don't know who creates these lists and haven't managed to discover which is the safest. However, lying inside Bantry Bay in the shelter of Bere Island, it's hard to dispute the finding. Bantry Bay also lays claim to being the world's third deepest natural bay. There are some facilities for visiting boats to anchor or pick up moorings outside the harbour, and it's certainly a good place to pick up supplies easily.

KENMARE RIVER

On the chart, the deep indentations running many miles inland on Ireland's southwest coast look very much like fjords but they are variously known as bays or rivers. All are worthy of exploration, all offering plenty of good anchorages and moorings.

Cutting through Dursey Sound, which separates Dursey Island from the mainland, you pass under an unusual feature – Ireland's only cable car. Used as much for transporting livestock as visitors to and from the island, it's a great experience – how often do you get a chance to cross part of the Atlantic by cable car?

To the north of Bantry Bay lies the Kenmare River (also known as Kenmare Bay). On the northern band lies Sneem Harbour. Well, "harbour" is probably stretching the definition. Tucked behind Garinish Island on the northwest side of the two-mile creek leading up to Sneem are a dozen or so varied mooring buoys most with a variety of boats on them.

I'd been told that there were some public moorings there but none looked particularly likely. After meandering among them, I thought I'd just pick one up and see.

Just then, a small RIB came along – the first sign of life we'd seen – and told us that the public moorings were over the other side of the creek. And sure enough, four identical yellow mooring cans confirmed as much. We had the place to ourselves. A totally tranquil spot with trees all around.

VILLAGE CHARM

The harbour is a two-mile walk from Sneem town itself or a mile and a half by tender. But the creek (actually Sneem River) totally dries at low tide. We'd arrived on a rising

We couldn't ignore the draw of the Fastnet Rock, standing proud 8 miles offshore

LEFT: Fastnet Rock is Ireland's most southerly lighthouse

LEFT: *Cecienne* settles down for the night at Lawrence Cove marina

spring tide so pottered up to town to pick up supplies, a couple of pints and say hello to the Goat Man – a local gentleman with a beard as long as that of his long-horned goat.

Thanks in no small part to this local legend, Sneem has gone from being a sleepy village to a tourist flytrap. Huge continental coaches that were never intended to drive Kerry's winding lanes disgorge their passengers for a half-hour opportunity to buy an ice cream, Aran sweaters and have their pictures taken with the Goat Man. Judging by the fortune in euros in his cap, I'd say he was the richest man in Sneem!

The village shop in Sneem epitomises everything I love about Ireland. As well as being the post office, bank, shop, bar, newsagent, off-licence, and ice cream vendor, it also has the village's only petrol pump. Sneem was certainly a great place for us to pick up some groceries and stop for a couple of pints on the square and watch the world go by.

Outside the pub, a Swiss tourist approached us to complain that the Irish mountains were pathetic compared to the Alps. I think he was on the wrong holiday.

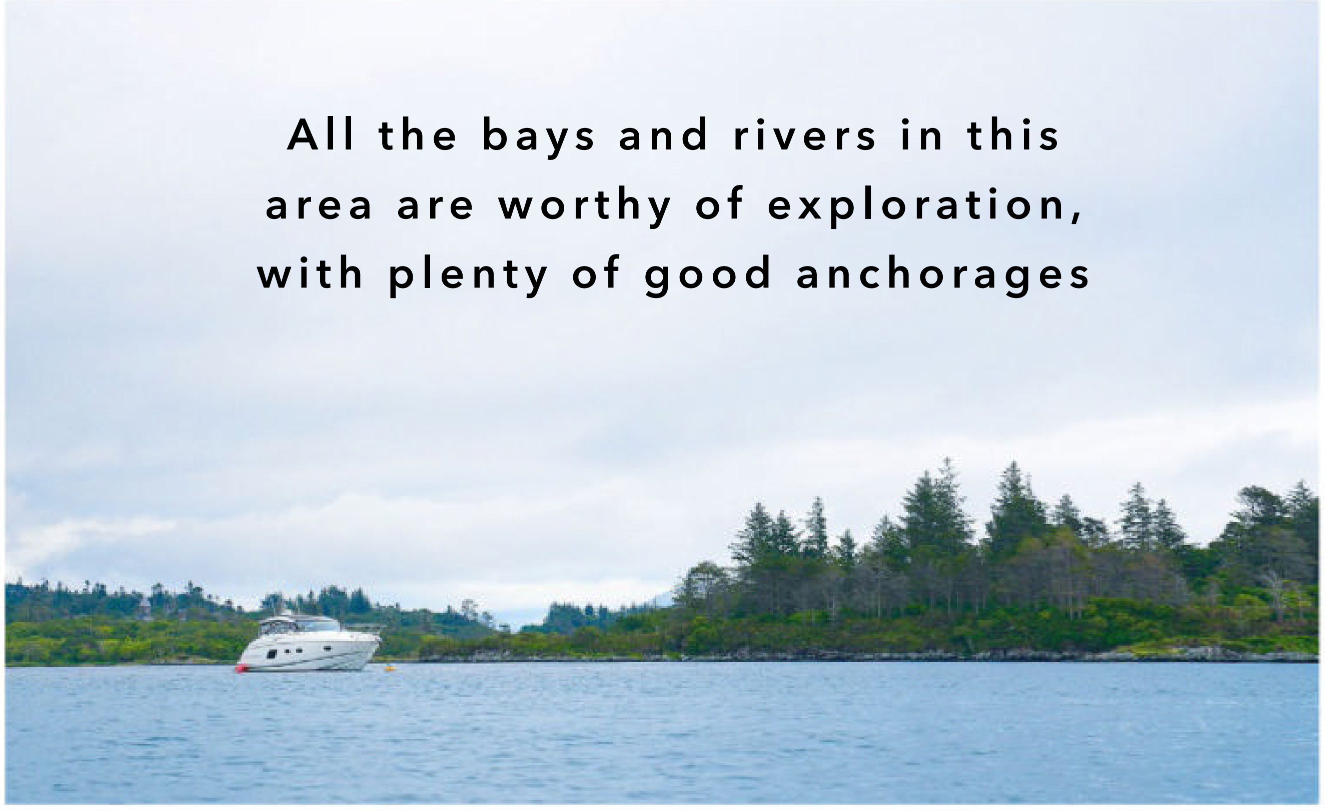
All too soon the rocks were starting to show again in the river, so after finishing one last pint, we headed back downstream to our solitary mooring. Once back on board we enjoyed an evening of total tranquillity, watching the fish jumping and the birds diving.

DERRYNANE

I first discovered the ocean when I was 17 on what was supposed to be a week's visit to a school friend's holiday home on Derrynane Harbour. It was the start of a love affair that has lasted more than 50 years – with the ocean, not my school friend! I ended up spending the whole glorious summer there, discovering Guinness and Irish music, doing my first scuba dive and getting occasional work on a boat taking tourists to ▶

BELOW, CLOCKWISE FROM LEFT: Bere island; The bridge over the River Kenmare in Sneem; It's not dogs but goats that resemble their owners in Sneem village; Derrynane beach is where John's love affair with the sea began

NEXT MONTH:
The adventure continues up the West Coast of Ireland to the Skellig Islands, Port Magee, Knightstown, Dingle and the Blaskets



All the bays and rivers in this area are worthy of exploration, with plenty of good anchorages

the Skelligs. It was a summer that changed my life. And I dreamt that one day I'd spend a night in Derrynane Harbour on my own boat. Fifty years later that dream came true.

MEMORIES OF DERRYNANE

On flat calm seas we entered the tricky approach and picked up one of the Kerry Council visitors' moorings. I'd only advise entering Derrynane in good, settled conditions. Any swell makes the approach tricky and there are hidden rocks outside the harbour. It's definitely not worth cutting the corner – start your approach from as much as three-quarters of a mile out and line up the two marks.

There's now a starboard-side green buoy and only well past that is it safe to turn between the two inner marks towards the anchorage. And be aware that the moorings and anchorage are in a pool – if you anchor too close to shore you will find yourself drying out.

Not too much had changed in the intervening 50 years. There were far more visiting boats – in the whole of my first summer there I'd only seen one yacht come in – and there is now a watersports centre by the harbour, which River took advantage of by renting a small Pico sailing dinghy, but the place retained the old magic that had captivated a much younger me.

Bridie Keating's Bar just up from the harbour was still there, although Bridie had long since passed away. In Caherdaniel, a two-mile walk up the road, Freddie's Bar and Shop, where I spent too many hours in my younger days, had now closed down but the Blind Piper opposite is a bar offering great food and drink. The tourist coaches now squeeze their oversized way down the lanes to give their passengers the compulsory visit to Daniel O'Connell's ancestral home. And seemingly hundreds of cars cram car parks that didn't exist 50 years ago so they can visit Derrynane Strand – one of Ireland's finest beaches, which during that summer 50 years ago had been totally deserted.

However, despite the marching time and tourism explosion, the place has lost none of its charm, and as evening fell and the visitors disappeared, tranquillity fell over the harbour again. And it was time to make a poignant visit to my closest friend from those halcyon days who now lies in the graveyard on Abbey Island.

RIGHT: Derrynane Abbey's cemetery, where one of John's friends now lies

BELOW: *Cecienne* on a mooring buoy in Sneem Harbour

SEE MORE
mby.com/ireland

boot
Düsseldorf
MY HEART BEATS HERE
21.–29.1.2023
Messe Düsseldorf

Book your ticket now at

boot.com

International Trade Shows Link Ltd.
Exhibition House, 12 Hockley Court
Hockley Heath, Solihull
West Midlands, B94 6NW
Tel 01564 781871
info@itsluk.com

▶ YACHT SENTINEL CAM 2

If you want to see what's happening on board your boat without spending a fortune, Yacht Sentinel's Cam 2 does a solid job. Waterproof, wireless, simple to fit and easily managed through the HUB App, it features a high-definition (1080p) motion sensor, enabling it to send a 30-second video to your phone if unexpected movement is detected. Infra-red night vision with a 10m range and a 100-degree field of view makes it ideal even for large cockpits and saloons. If you want to go further, Sentinel's 'Big Data' SY6 system is a great supplement to the Cam 2, with all kinds of useful monitoring parameters, including loss of shore power, temperature fluctuations, battery condition, impact detection and intruder alarms.

PRICE £209 + £50 annual subscription
CONTACT www.mby.com/sentinel

GIFT GUIDE

Bored of socks and scented candles? Up the ante this Christmas with a gift YOU would be thrilled to receive…

MOTOR BOAT
ROUGH WATER MASTERS ON TEST
POWER & GLORY
BOAT SHOW ISSUE
FAIRLINE PHANTOM

▲ MBY SUBSCRIPTION

If you spend £21.99 on a six-month subscription to *MBY* magazine (saving £11.01 on the shelf price), you will receive a free Packaway 20-litre waterproof backpack worth £27, and it doesn't take a maths whizz to see the value in that! To secure your subscription, visit the website address below or call 0330 333 1113. Quote code X501 for RED, X502 for BLUE or X503 for GREY. You can also upgrade your subscription to include access to the *MBY* digital magazine for an additional £7.50. See p80 for full terms and conditions.

PRICE from £21.99
CONTACT www.magazinesdirect.com

MOTOR BOAT
FAIRLINE PHANTOM 65

▼ STEINER COMMANDER 7X50 WITH COMPASS

Unless they use active stabilisation, a really good set of boating binos should combine a maximum of eight times magnification (for ease of use on a moving platform) with a wide-diameter objective lens (for optimum brightness). In the case of these rigorously proven Steiners, a 7x50 formula produces a sparkling image with clear vibrant colours, even in low dusky light, when reds, greens and yellows threaten to blur into one. The Diamond lens coating with ErgoFlex eyecups does a great job of cleaning up any diffused light, and internal Nitrogen helps keep fogging at bay. Both the sports autofocus and the integrated compass are a delight to use. With impact-resistant construction and a 30-year guarantee, the quality of build is every bit as impressive as the image.

PRICE €1,489
CONTACT www.mby.com/steiner

Sports Auto Focus
Sports Auto Focus
STEINER GERMANY
Commander 7x50
HD-Stabilized Compass

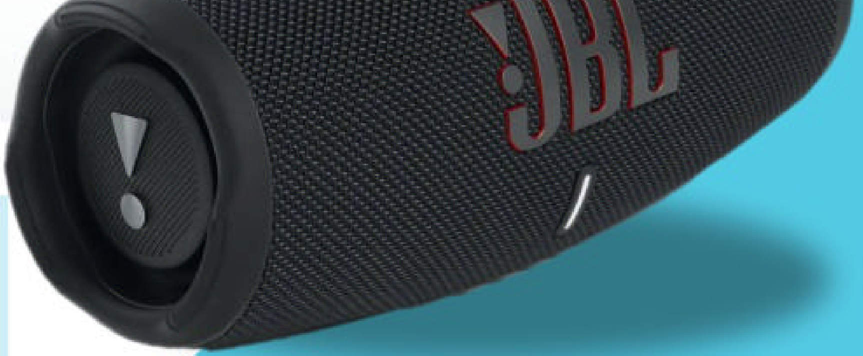
▶ RIVA IPHONE CASE

You don't need a Riva budget to enjoy your own little slice of La Dolce Vita. The Riva Boutique sells a range of beautiful branded accessories, from books and crockery to clothes and furniture, but few of its products are as lovely to behold (or as easy to flaunt) as this. Built from mahogany with elegant maple inlays and a natural beeswax finish, it looks and feels like it's been lifted directly from the foredeck of an Aquarama. Equipped with a satin metal Riva logo and the option of classical aquamarine edging, it also comes with a very slick Riva presentation box. This particular one's for your iPhone X, XS, XR or XS MAX but there are plenty of other shapes and sizes to pick from.

PRICE £65

CONTACT www.mby.com/rivaphone

CANTIERI
Riva
SARNICO



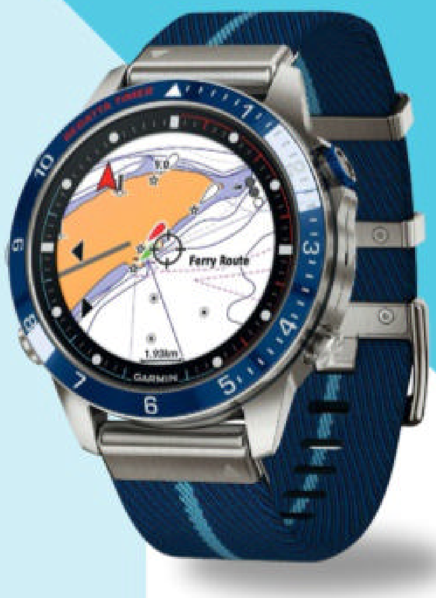
59.5m
SCUBAJET
SJ
SCUBAJET

▲ JBL CHARGE 5

This all-action bluetooth speaker from portable hi-fi specialist JBL delivers a quality of sound way out of proportion to its size and price. In spite of its compact wine bottle proportions and its modest 1kg weight, it's practical too. It delivers 20 hours of non-stop playback, it has a charging port for your phone and if you drop it in the water, its IP67 rating means you have at least half an hour before any damage is done. It's resistant to sand, dust and dirt and you can link as many of these speakers together as you like. In short, if you want a single music solution for the house, the garden, the boat and the beach, this is a great bit of kit.

PRICE £149.99

CONTACT www.mby.com/jbl



▲ SCUBAJET PRO SCOOTER

We've seen plenty of underwater scooters over the years but thanks to the modular approach of the new Scubajet Pro, its versatility is on another level. You can double the motor power for faster speeds. You can increase the tube length and ramp up the battery capacity for longer run times. You can even add a nose cone with a 1,500 lumen torch. Originally designed as a diving scooter, you can also use the jet unit as an electric motor for above-water toys such as kayaks, canoes and stand-up paddleboards. Light, fast and beautifully designed, the entry-level model is also airline compliant – which means you can take it on holiday too.

PRICE from €1,290

CONTACT www.mby.com/scubajet

▲ GARMIN MARQ CAPTAIN GEN 2 WATCH

Ignoring the modern digital smartwatch in favour of the mechanical timepiece is like ditching your Macbook for a quill and parchment. So leave the Omegas to wannabe spies and invest in this instead. Built from titanium with an AMOLED touchscreen display, it has speed, distance, virtual starting line and man overboard functions. Preloaded with TopoActive maps, it pairs with your Garmin plotter for vital nav data and it also connects with your inReach® satellite communicator for two-way communication and SOS functionality.

PRICE £1,999 **CONTACT** www.mby.com/marq

◀ ARTHUR BEALE BEERENBERG PULLOVER

It might not look that technical but in spite of its classical looks, this woolly pully is actually much more practical than you might think. Named after the world's most northerly volcano, it is made from Welsh wool, which retains the original lanolin oils of the fleece. Unprocessed, bleach-free and fully biodegradable, it features thumb loops for colder days, as well as heavily reinforced internal canvas shoulder sections for durability and shape retention. It is also shower-proof, breathable and fire-resistant, with excellent insulating properties. And to make it feel extra special, each of these beautifully built year-round garments even comes with its own unique serial number.
PRICE £145
CONTACT www.mby.com/arthur

8'2"x63" ISLAND
250x160x15cm
AQUA MARINA

▲ AQUA MARINA INFLATABLE ISLAND

Decathlon does a great range of SUP boards and inflatable kayaks but if you want to spice up your boat life with a cut-price beach club, this inflatable island makes a really good investment.
It provides more than 40sqft of easy-rig deck space and, with dimensions of 8ft 2in by 5ft 3in, you can still retain access to your swim platform's integrated ladder. Capable of carrying up to 265kg (3-4 people), it comes with a set of heavy-duty D-rings and connection straps so you can even raft several of them together. Easy to pack, carry and stow, with high-tensile rail bands for extra stiffness and a choice of UV-resistant finishes, it's also available as a premium ISLAND+ version with a full-deck EVA pad.
PRICE £449
CONTACT www.mby.com/aquamarina

RUDY PROJECT

▲ RUDY PROJECT SPINAIR 57 SUNGLASSES

The best remedy for low-level sun bouncing off the water's surface is the clean, glare-free contrast of a good pair of polarised marine sunglasses. But have you ever noticed how a polarised lens makes your LCD screens illegible? Not so here, thanks to Rudy Project's award-winning range of Polar 3FX HDR glasses. These shades enable you to see more clearly, reducing the impact of reflected light, as well as providing much greater clarity when refracted light is filtered through wind-whipped moisture, rain or fog. Adjustable temple tips and rubber nose pads keep them comfortably in place during 50-knot winds. **PRICE** £97.99
CONTACT www.mby.com/rudy

KUUMA STOW 'N' GO 160 BBQ

If you don't have the room or the budget for a cockpit grill, this is a very effective solution. As the name suggests, this portable barbecue comes with a rail-mount for use with square or round rails so you can fix it to pretty much any boat. It also comes with handy fold-out legs and an optional canvas cover with carry handle so it's a simple job if you want to shift the party to the beach or the tabletop. Built from stainless steel with a protective lid liner and drip tray, it features a cool-touch handle and a generous cooking surface of 1,032cm². Traditionalists will love the charcoal model but if you prefer the quickfire simplicity of gas, there's an option for that too.

PRICE £232

CONTACT www.mby.com/kuuma

RED ORIGINALS REVOLUTION 3-IN-1 CHANGE PARKA

This seriously cool-looking parka is designed to do the job of a waterproof coat, a warm jacket and a watersports change robe all in one. When the mercury drops, you wear the fleece. When the rain comes, you wear the parka. And when the British winter gets truly brutal, you combine both layers to create an insulated waterproof coat long enough to keep you properly protected. A modern oversized fit, determined solely by gender and height, makes it easy to find the right parka for you. Two-way YKK zips, plus 11 pockets and a drawstring waist, add valuable flexibility. And it's sustainable too, with recycled materials, breathable Thinsulate featherless down and a PFC-free waterproof coating.

PRICE £349.95

CONTACT www.mby.com/redrobe

YETI TUNDRA 125 COOL BOX

With models from 35 to 350 litres, a Yeti Tundra coolbox is a brilliant boating investment. You can keep your food cold for days at a time without the use of battery power. You can use it as an additional prep or casting surface. You can lash it to your deck and top it with a cushion for use as an extra bench seat. And you can carry it off the boat in the height of summer for an impromptu beach party. Built using the same roto-moulded production techniques you often find on sea kayaks, this superb coolbox features 3in Permafrost walls and an interlocking lid system with a freezer-grade gasket for performance that will cope with way more than just a weekend away.

PRICE £550

CONTACT www.mby.com/yeti

MYERCHIN CAPTAIN PRO RIGGING KNIFE

A great marine knife needs to be small, corrosion-resistant, powerfully built and comfortable to carry. It needs to be easy to open one-handed and be able to cut fast without flex or breakage. A serrated edge with a flat, knurled surface on the back works best and is exactly what this beautiful knife delivers. It features a fold-out marlinspike (for undoing knots), a shackle key and a springless locking mechanism. It's an absolute beauty.

PRICE £116.56

CONTACT www.mby.com/myerchin

DUBARRY CROSSHAVEN SAILING BOOTS

There are a thousand options in the boating footwear market, from classic deck shoes to grotesque amphibians. But one thing that never seems to change is Dubarry's superb range of sailing boots. All the high-end features are there – a warm, waterproof, breathable mix of Cordura and Dubarry leathers, plus a Gore-Tex Duratherm-insulated membrane. Youget award-winning soles for reliable grip on wet surfaces. There are heel and toe reinforcements and sealable high-abrasion gaiters to prevent water ingress at the top. They may be expensive but they're also a genuine treat.

PRICE £399

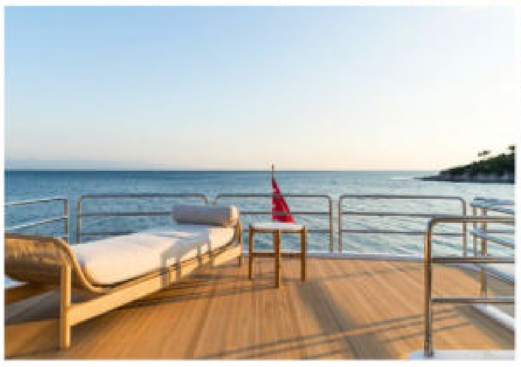
CONTACT www.mby.com/dubarry

SEE MORE
mby.com/s78

SIRENA 78

The explosion in crossover craft means you no longer have to choose between a trawler, flybridge or trideck craft, you can have all three in one but is the resulting design cohesive or confusing? We test the Turkish yard's 78 to find out

WORDS Hugo Andreae

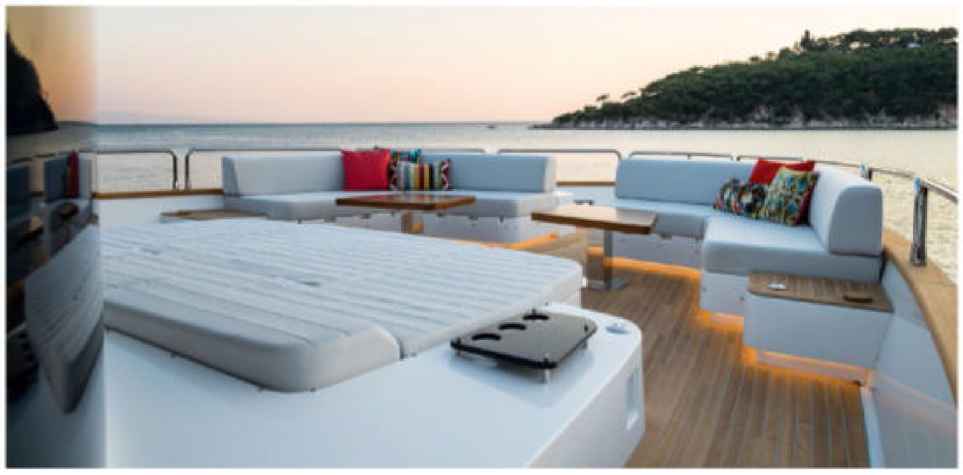


ABOVE: The main deck aft cockpit is sheltered by the flybridge overhang

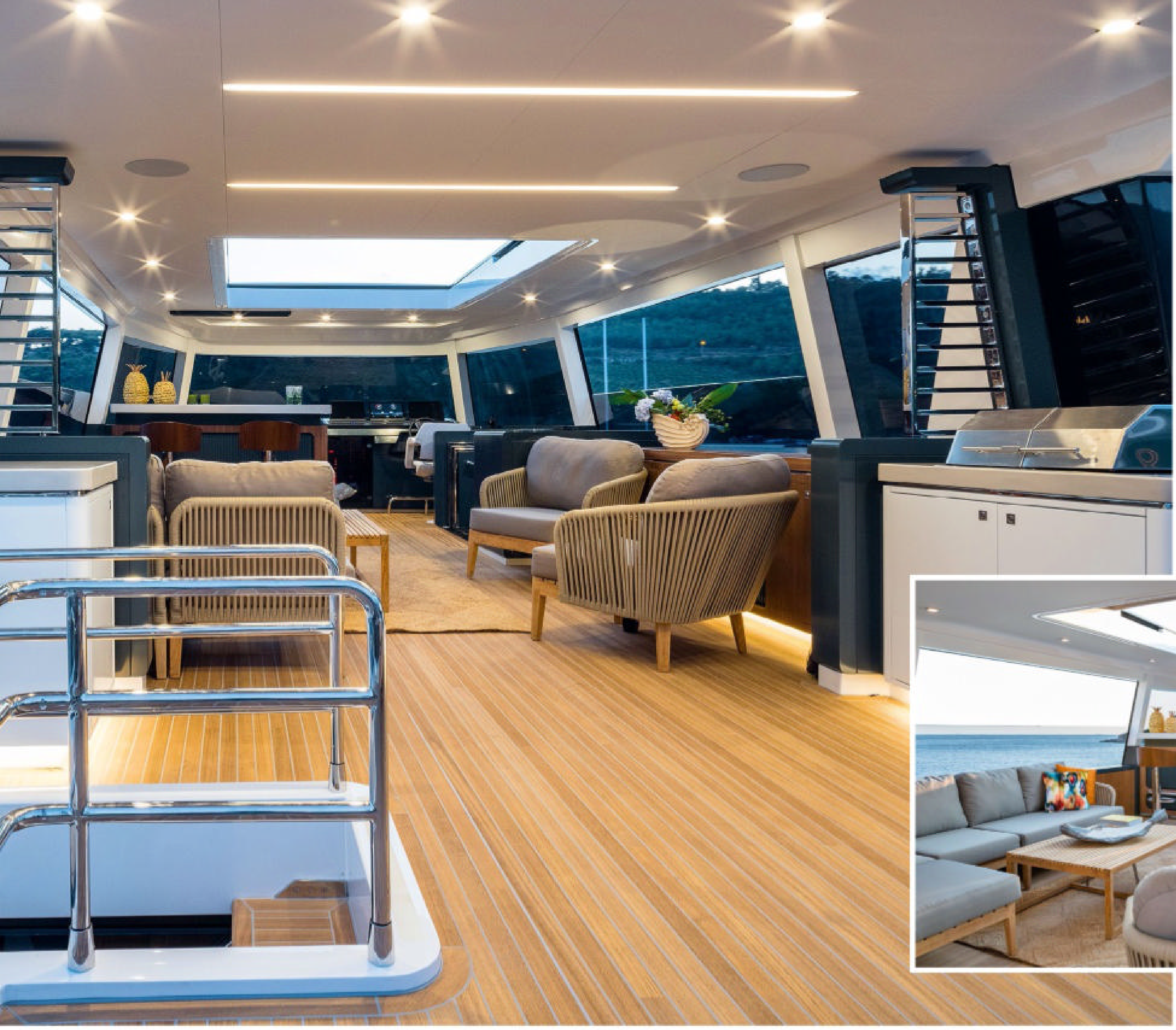
Not so long ago, buyers looking for a 60-80ft motor boat had a fairly simple choice to make. You just needed to decide whether you wanted a flybridge, a sportscruiser or a trawler yacht, and then pick from the half a dozen or so well established brands that built them. Job done.

These days, the sheer variety of choice on offer makes things rather trickier. Not only have the categories evolved to include sportsyachts, navettas, swift trawlers, adventure boats and countless other crossover craft, but the number of yards building them has increased exponentially too. Sirena is a perfect case in point. Prior to 2017, very few people outside the industry had even heard of the Turkish manufacturer, which until that point had largely stayed in the shadows, building boats for other brands. But then it launched its own range of motor boats and in the five short years since then, it has grown to become a serious player in its own right. Its high-quality, high-volume cruising craft defy easy categorisation. With their deep bulwarks, covered side decks, vertical windscreens and sturdy semi-displacement hulls, they share certain characteristics with traditional trawler yachts. On the other hand, with their voluminous cabins, big hull windows, cutting edge interiors and 25-30-knot performance, they have just as much in common with modern flybridge boats.

As if that wasn't enough, its latest model, the all-new Sirena 78, takes things to another level – literally. Thanks to a top deck that can be left open, semi-enclosed or fully enclosed, it is effectively available as a tri-deck yacht, a conventional two-deck flybridge boat with a hard top or something in between.



LEFT: Deep bulwarks ensure the side and foredecks are very safe to move around **MIDDLE:** The underlit seats in the bow lounge appear to float above the deck **RIGHT:** The semi-enclosed flybridge does look quite tall



INSET BELOW: With the windows and sunroof open it feels like a poolside lounge and bar

ABOVE: The semi-enclosed flybridge has drop down side windows but no aft doors

Once you've settled on which of these variants you want, you then get to decide between multiple interior layout options and three different design themes. Confused? Read on and we'll try to clarify things.

ISLAND LIVING

To keep it simple, the version we're testing is the semi-enclosed flybridge model and while it's hard to say for certain without seeing the other variants in the flesh, it does seem to offer many of the benefits of both without any obvious drawbacks. Foremost among these is that by having a fully covered helm station at the forward end of the flybridge, there is no need for a second helm station downstairs. This in turn frees up the main deck for one of the most spectacular living/entertaining spaces we've seen on any boat of this size. Rather than sectioning off the main saloon into separate seating, dining and cooking areas with screens and bulkheads, the designers have left the whole space open plan with a vast island galley taking centre stage. Adorned with a full suite of Gaggenau integrated appliances, including a teppanyaki hot plate, barbecue grille, induction hob, down-draft extractor fans and a pair of champagne chillers, it looks like the kind of show kitchen you'd see in a Michelin starred restaurant or an episode of *Masterchef*.

In many ways, it makes perfect sense. Open-plan living is now the norm in most homes, where the kitchen is the focal point for social gatherings. So if you're an owner operator cruising with friends and family, we can think of nothing nicer. The whole main deck becomes one big entertaining space with uninterrupted sightlines where everybody, including the chef, is part of the action. Even the table itself is connected to the central island so that the dining experience becomes an extension of the cooking process. Thankfully, for crewed yachts or nervous chefs, there is an option to have a more discreet U-shaped galley along the port side with a separate, larger dining table forward that allows you to seat up to 10 guests.

If you opt for the open flybridge, there is also a second helm station tucked into the starboard corner of the main deck. Most of the galley layouts are still possible with this set-up but not the larger freestanding dining table.

OPEN OR CLOSED TOP?

The other unusual feature of the enclosed and semi-enclosed versions is the addition of an internal staircase leading up to the skydeck on the starboard side of the saloon. With its curved stainless steel spine and floating teak treads, this is as much an artwork as an access point but it does avoid the need to step outside every time you want to head up top. ▶

A boat of this ilk is made for lazy journeys, safe in the knowledge that if things get rough you've got the seakeeping to deal with it

When you do emerge on the upper deck, via a lockable glass security door, you'll discover another spectacular entertaining space. With its free-standing teak furniture, zoned lighting and cocktail bar, it feels more like a poolside bar or the veranda of a luxury villa than a 'normal' flybridge or sky lounge. Drop the two big electric side windows, draw back the vast fabric sunroof and the mid-section of the flybridge effectively becomes an outdoor space, albeit a very sheltered one, leaving just the forward helm station enclosed on both sides. However, close the windows and roof, crank up the heating and you can stay warm here, even on those chilly spring and autumn evenings.

Of course if you opt for the fully enclosed flybridge with doors across the back of the hard top, it will be even more insulated from the elements but unless you're regularly cruising in extreme heat or cold, we're not convinced you really need them. Certainly as the sun set over Cannes in mid-September, closing the windows and sunroof while switching on the mood lighting felt like the perfect compromise.

Nor are you going to feel short changed by the lack of truly open deck space during the day time. As well as the exposed aft end of the flybridge with its American-style barbecue and free-standing sun loungers, there's also a very fine foredeck lounge with swathes of seating, sunpads and a pair of tables. Wide side decks protected by deep bulwarks and full-width flybridge overhangs ensures it's safe and easy to access the foredeck even when under way.

CABIN COMFORTS

The layout below decks is marginally more conventional, but only marginally! As expected, the owner's suite is amidships and spread across the full beam with a big island bed facing forwards, flanked by storage units on both sides. However, by having the entrance set at an angle with more space around one side of the bed than the other, it actually feels bigger and more interesting than the usual rectangular cabin. The ensuite bathroom is behind the bed and can either run across the full width of the space with his and hers sinks and toilets at each end linked by a central shower, or cut short half way with a walk-in wardrobe/dressing room occupying the vacant starboard side.

The forward VIP cabin is even more unusual. Rather than the normal aft-facing island berth, the bed is set on the port side and faces into and across the cabin at the same angle as the tapered

INSET BELOW: The wide-open main deck is arranged around a central island galley

ABOVE: With its Category A semi-displacement hull, cruising comfort is good despite the weight up top

bow. It looks a little quirky at first but again feels more spacious and special than the traditional centreline layout, freeing up room for a chaise longue and a dressing table under each of the long topside windows that stretch the length of the cabin.

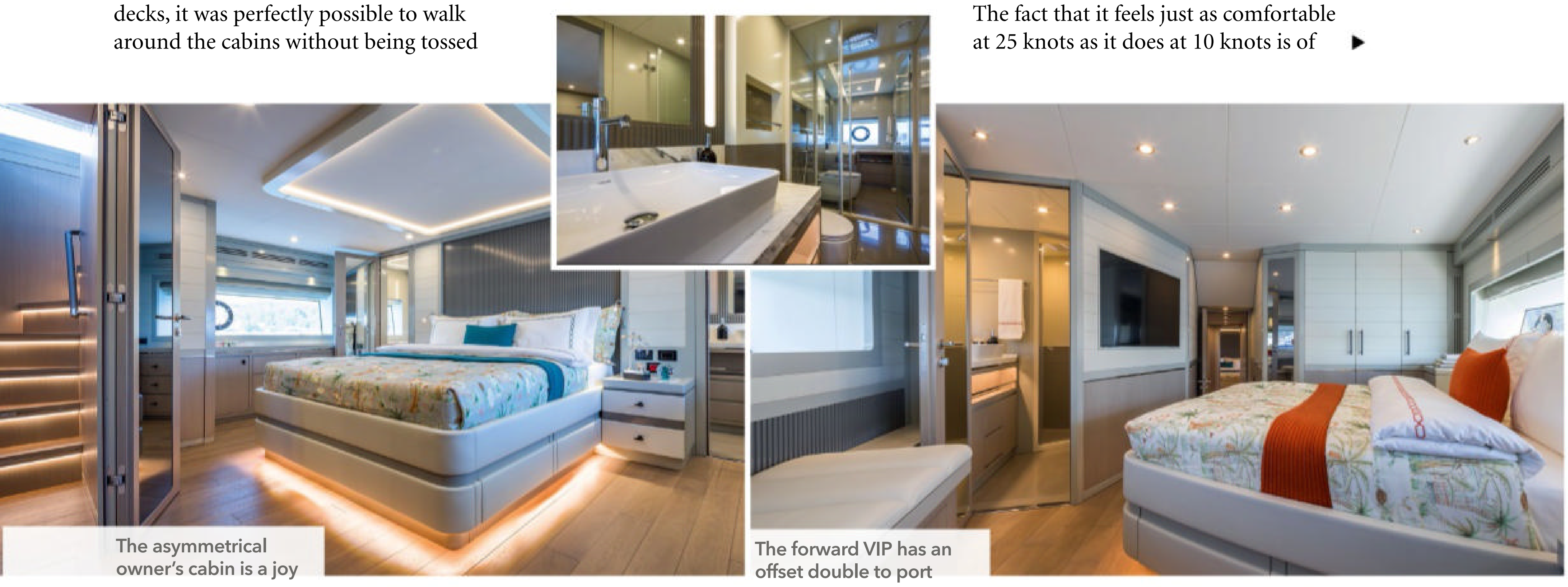
Filling the space between the two main attractions is a pair of perfectly decent twin guest cabins, both of which have their own ensuite bathrooms with separate shower compartments.

As befits a boat that may or may not be owner-operated, there is even a choice of a single basic crew cabin or two bigger ones accessed via a transom door.

HELMING IMPRESSIONS

A boat of this ilk is really made for long lazy journeys, enjoyed at a relaxed pace, safe in the knowledge that if things do cut up rough you've got the power and the seakeeping to deal with it. A quick dash around the Bay of Cannes after the show closed with 25 other journalists on board is probably not the ideal way to assess it but it did highlight a number of key things. First and foremost, its Category A semi-displacement hull feels immensely solid and stable. On the main and lower decks, it was perfectly possible to walk around the cabins without being tossed around by wakes and waves. The crew even laid up for dinner before we were back in port, so confident were they that the glasses and china weren't going to end up on the floor. The Humphree electric fin stabilisers no doubt helped keep things on an even keel but the carbon fibre reinforced hull, designed by legendary Argentinian naval architect, German Frers, plays its part too.

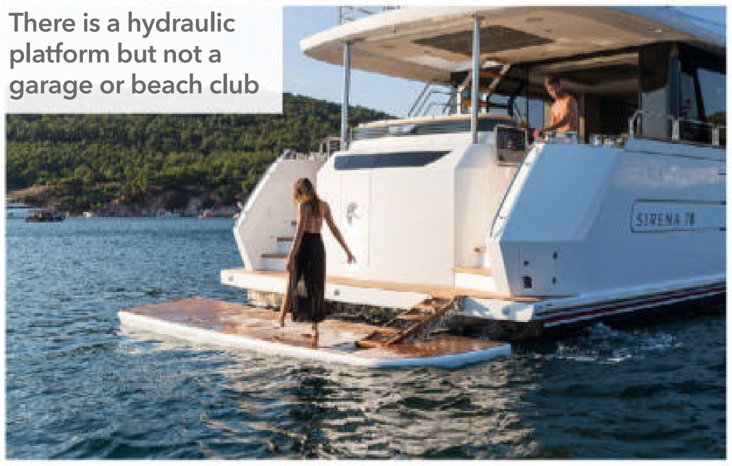
At the raised helm, you do feel a long way up and far removed from what's going on at sea level. In some respects that's a good thing. You can barely hear the engines, the view is superb and there's a camera keeping an eye on the bathing platform when backing into a berth. You are aware of carrying quite a lot of weight up top, especially with so many people on board our test boat, and the steering is weighted accordingly even if it feels rather artificial. The rudders respond well enough but this is not a boat that's designed to be a sporty drive. In fact, being surrounded by glass, the sensation of speed is notably absent. The semi-displacement hull exacerbates that. There is no obvious transition from displacement to planing so it's easy to underestimate how fast you're going. The fact that it feels just as comfortable at 25 knots as it does at 10 knots is of ▶



The asymmetrical owner's cabin is a joy

The forward VIP has an offset double to port

It's a sign of Sirena's growing confidence that it no longer feels obliged to play safe



There is a hydraulic platform but not a garage or beach club

course a positive characteristic, allowing you to pick your speed based on journey length and fuel consumption rather than having it dictated to you by the conditions. The only exception to the rule is the aft cockpit, where your proximity to the engines and the amplifying effect of the flybridge overhang makes this quite a noisy place when charging around at pace.

VERDICT

On the subject of fuel consumption, those big 1,550hp engines on vee-drives do drink a bit of diesel when working hard. At 21 knots they are consuming a total of 416lph, which is pretty much in line with other semi-planing craft like Azimut's Magellano 25M (around 440lph) but thirstier than a planing craft such as the Sunseeker 76 Yacht (294lph).

That's why we suspect owners will spend a lot of time taking advantage of its relaxed, long-legged gait to waft away the miles at 8-10 knots when consumption drops to around 100lph and the range soars to over 1,000nm with 20% of its 9,000-litre tankage still in reserve.

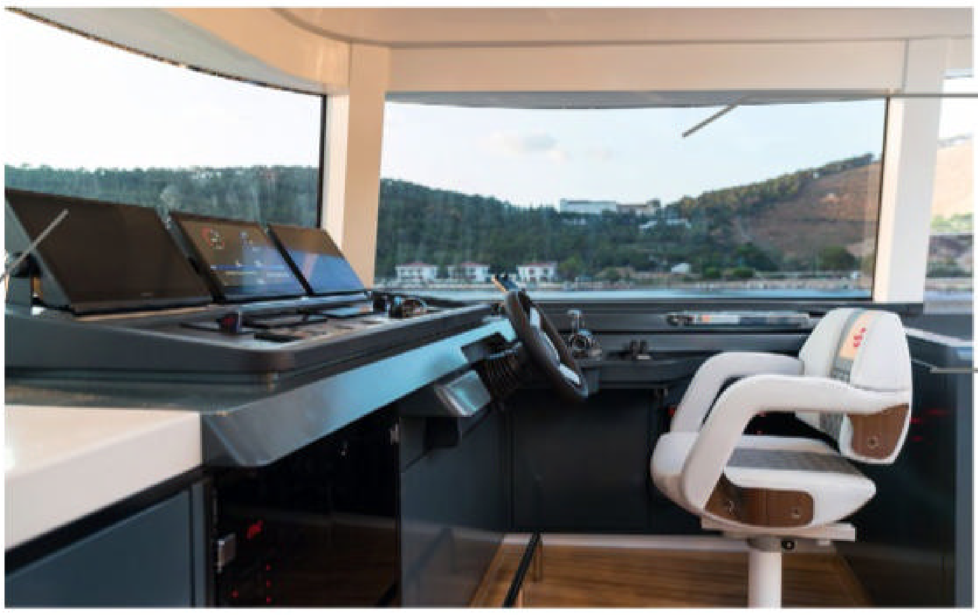
It's a sign of Sirena's growing confidence that it no longer feels obliged to play safe.

The 78 is a brave design offering some genuinely beneficial innovations and an exceptional degree of choice. It also delivers seriously impressive value for money: €3.75m ex tax is a lot of cash but it's the best part of €1m less than an Azimut Magellano 25M, without any obvious compromise on fit, finish or build quality.

Given all the clever things going on up top, we're a little surprised there isn't more of a beach club option at the stern (although the large hydraulic bathing platform can carry a 4.2m tender) but perhaps that's not the market it's aiming for.

This is a serious liveaboard cruiser with the range, sea-keeping and space to be a spectacular floating home from home. In this respect, it isn't just a match for its big name rivals, in some ways it's actually better. That won't make the job of choosing the perfect 80-footer any easier – but in a market where choice is king, the Sirena 78 has a very valid claim to the throne.

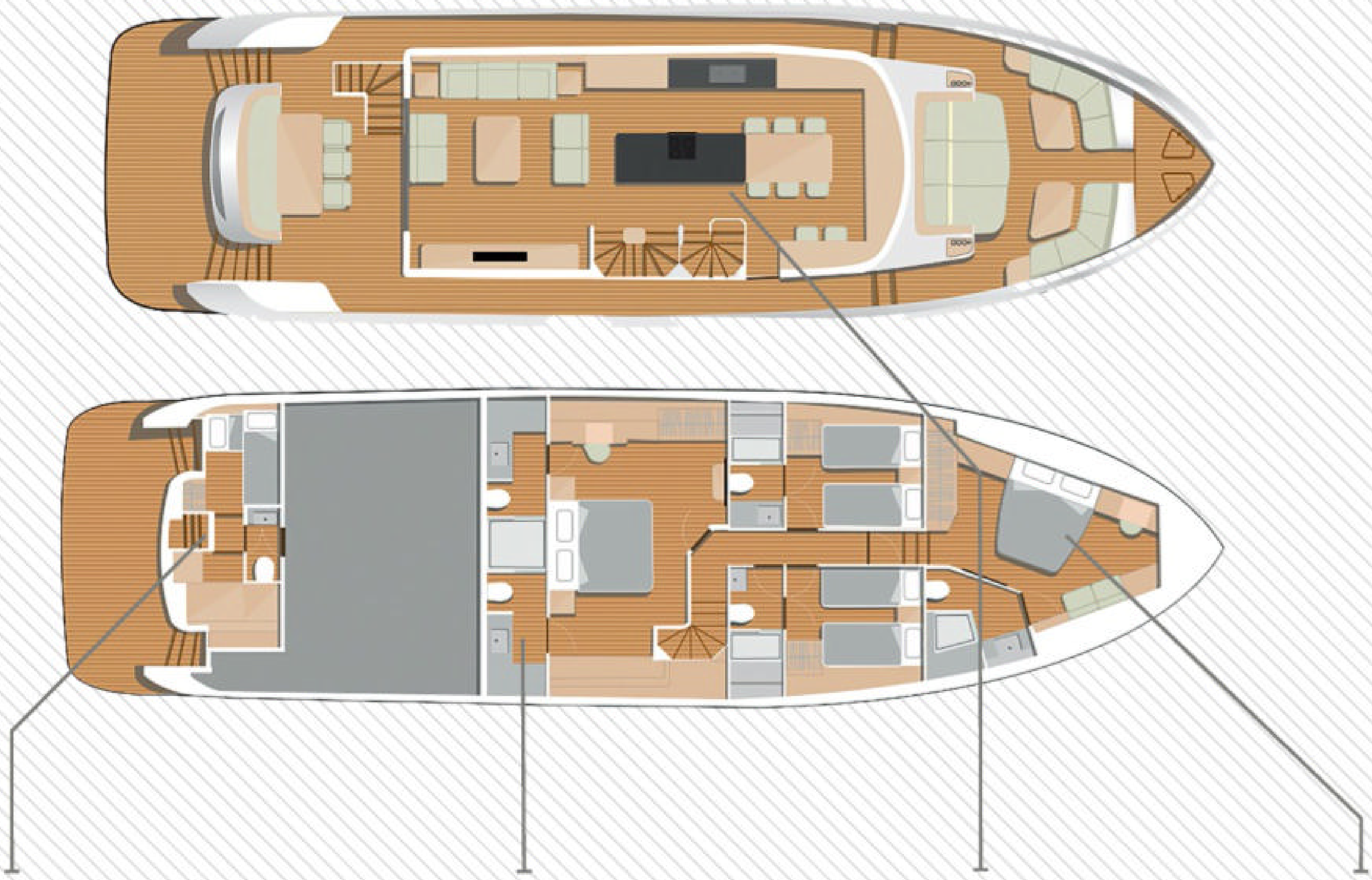
CONTACT: www.sirenayachts.com



REAR VIEW CAMERA
Being so far forward the only view of the stern is via a rear-facing camera

FIXED SCREEN
The forward side windows are fixed to make the helm as sheltered as possible

FLYING SOLO
Only one helm and only one seat on this semi-enclosed flybridge version



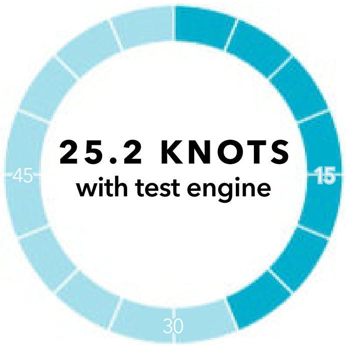
CREW CALL
The 78 can be specced with one or two crew cabins depending on how it will be used

HIS AND HERS
The starboard side of the bathroom can be swapped for a dressing room instead

MASTER CHEF
The island galley can be changed for a more private separate galley on the port side

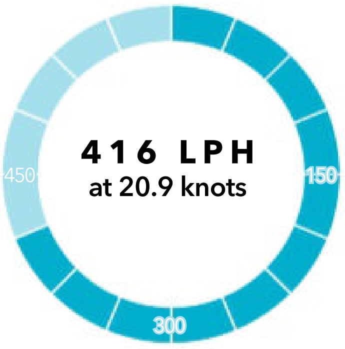
LUCKY VIP
Clever diagonal layout frees up valuable floor space on both sides of the bed

TOP SPEED



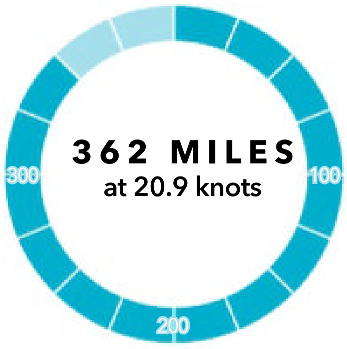
25.2 KNOTS
with test engine

CONSUMPTION



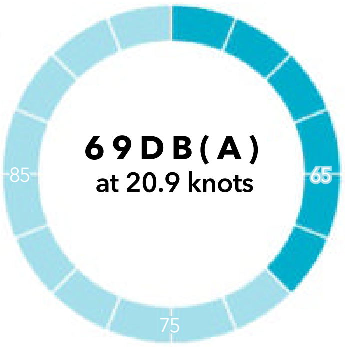
416 LPH
at 20.9 knots

RANGE



362 MILES
at 20.9 knots

NOISE



69DB(A)
at 20.9 knots

PRICE

€4M
as tested ex VAT

SPECIFICATION

LOA overall 82ft 0in (25.0m)
Waterline length 70ft 5in (22.1m)
Beam 21ft 3in (6.5m)
Draft 5ft 7in (1.73m)
Air draft 22ft 6in (6.9m)
Displacement (unladen) 70.8 tonnes
Fuel capacity 9000 litres
Water capacity 1800 litres
RCD Category A
Design Frers Naval architecture (exterior)
Cor D Rover (interior)

COSTS

Price from €3.65m ex tax (Open flybridge)
Semi-enclosed flybridge from €3.75m ex tax

PERFORMANCE

Test engines Twin 1,550hp MAN engines on vee-drives

		ECO					FAST		MAX
RPM	600	1000	1200	1400	1600	1800	2000	2200	2250
Knots	6.6	9.8	11.3	12.8	14.1	17.5	20.9	24.0	25.2
LPH	15	64	107	172	250	345	416	550	615
Litres per nm	2.27	6.53	9.46	13.4	17.7	19.7	19.9	22.9	24.4
Range nm	3,170	1,103	761	537	407	365	362	314	295
Noise dB(A)	57	61	63	65	67	68	69	70	71

Figures based on real time readings, yours may vary considerably. Range figures allow for 20% reserve. 50% fuel, 50% water, 27 people, 28 degrees air temp, F2 and calm for sea trial

The ultimate Christmas gift!

Subscribe to MOTOR BOAT & YACHTING FOR ONLY £21.99*

BAG WORTH £27.99

AND

GET A FREE 20L WATERPROOF PACKAWAY BACKPACK+

FROM

OVERBOARD

AVAILABLE IN RED, BLUE OR GREY

OVERBOARD
PACKAWAY
BACKPACK
20 LITRES

OVERBOARD
PACKAWAY
BACKPACK
20 LITRES

OVERBOARD
PACKAWAY
BACKPACK
20 LITRES

Waterproof Fold Seal SystemTM (IP65)

Elasticated side mesh pockets × 2

Front zip pocket with finger friendly puller
W: 23CM × H: 29CM

Top carry handle and hanging loop

Reflective shoulderstrap patches × 2

Adjustable backpack straps

Packs away into the front zip pocket
to create a storage pouch
W: 12CM × H: 10CM

YOUR SPECIAL CHRISTMAS OFFER

ENJOY 6 MONTHS OF

MOTOR BOAT & YACHTING

FOR JUST £3.67 AN ISSUE

Get a **FREE** 20L Waterproof Packaway Backpack

Receive every issue delivered direct to your door

A thoughtful gift that keeps
delivering throughout the year

OVERBOARD
MOTOR BOAT & YACHTING
BENETEAU SWIFT TRAWLER 48
TESTED
150 PAGES
CUSTOM YACHTING
8 OF THE LATEST LIFEJACKETS
ECO SPECIAL
DIESEL v ELECTRIC
CLEANER FUELS
X SHORE SEA TRIAL
NORFOLK BROADS

UPGRADE TO INCLUDE DIGITAL
FOR ONLY £7.50 MORE

Instant access any
time, anywhere

Never miss an issue of
Motor Boat &
Yachting

Available on iOS or
Android

MOTOR BOAT
BENETEAU SWIFT TRAWLER 48
150 PAGES
ECO SPECIAL

To order online visit
www.magazinesdirect.com/MBYXMAS

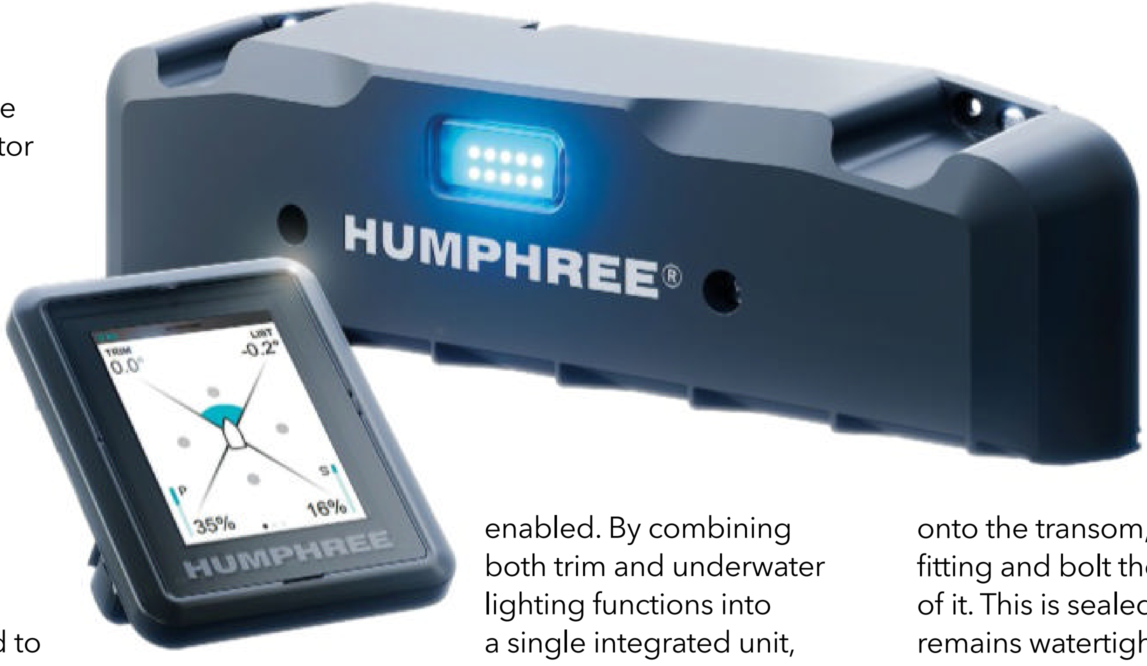
or call 0330 3331113

AND QUOTE CODE **X501** (IF YOU WANT RED) **X502** (BLUE) **X503** (GREY)

TERMS AND CONDITIONS Offer closes 5th January 2023. Offer open to new subscribers only. Direct Debit offer is available to UK subscribers only *£21.99 (print only), £29.49 (print and digital) payable by 6 monthly Direct Debit. This price is guaranteed for the first 12 months and we will notify you in advance of any price changes. All gift subscriptions will start with the first available issue on-sale after December 2022. If you would like your gift subscription to start with an earlier issue, you can choose an earlier issue when ordering or you can contact customer services. Orders purchased for yourself will start with the next available issue - please allow up to 6 weeks for delivery (up to 8 weeks overseas). The full subscription rate is for 12 months (12 issues), plan includes postage and packaging. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the term of the subscription. Payment is non-refundable after the 14 day cancellation period unless exceptional circumstances apply. †Your gift will be delivered separately within 60 days after your first payment has cleared. Gifts are only available to subscribers on the UK mainland and are subject to availability. Gifts are not available with Digital only subscriptions. For full terms and conditions, visit www.magazinesdirect.com/terms. For enquiries please call: +44 (0) 330 333 1113. Lines are open Monday-Friday, 8:30am-7pm, and Saturday, 10am-3pm GMT time (excluding Bank Holidays) or e-mail: help@magazinesdirect.com. Calls to 0330 numbers will be charged at no more than a national landline call, and may be included in your phone provider's call bundle.

LIGHTNING REACTIONS

Humphree's new auto trim and stabiliser is quicker and smarter than ever. Hugo Andreae investigates



ABOVE: The new Lightning interceptor automatic trim system has underwater lights built into the housing

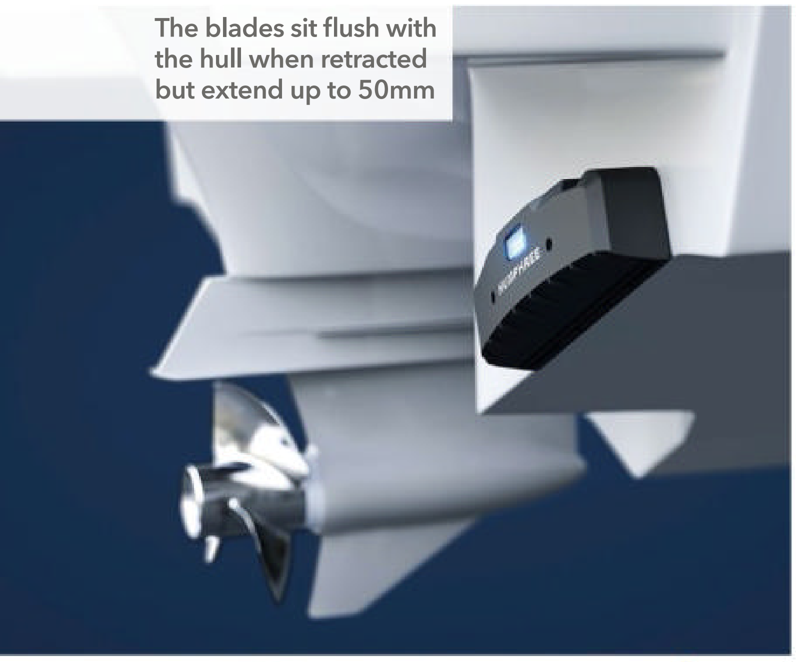
Humphree may have invented the original interceptor trim tab and the first active trim stabilisation system, but with competitors like Zipwake and Seakeeper now offering similar alternatives, the Swedish manufacturer needed to move the game on. The new Lightning series of automatic interceptors does exactly that. Aimed at the market for 20-45ft boats with top speeds of up to 60 knots, it is said to offer better stabilisation under way, as well as improved automatic trim, pitch and cornering control, plus a number of other new features.

The most visible of these is a row of underwater lights built into the interceptor blade's housing. The 25W LEDs are moulded in as standard during the manufacturing process and are fully adjustable for colour, although Humphree charges an extra €870 to have them enabled. By combining both trim and underwater lighting functions into a single integrated unit, it saves space on the increasingly busy transoms and dashboards of outboard-powered craft, and avoids having to drill two sets of holes for cabling runs.

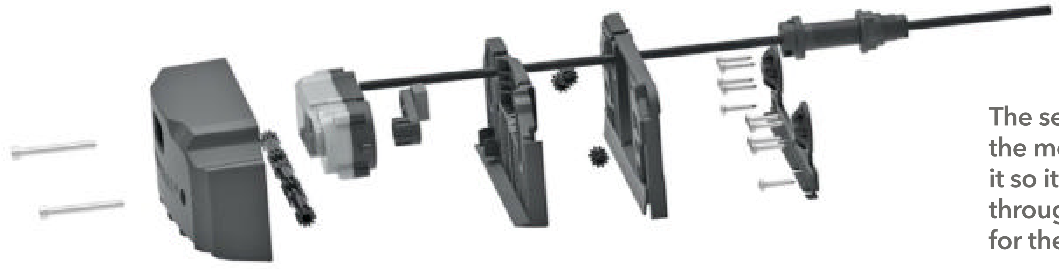
This fits in very neatly with another of Lightning's key new benefits – easy installation. Because the brushless motor for the interceptor blades is now built into the external housing, rather than being in a separate drive unit mounted on the inside of the transom with a drive shaft connecting the two, the only through-transom fitting is for the slender watertight cable supplying power and relaying signals to and from the control unit. All the installer has to do is screw the mounting bracket onto the transom, drill a small hole for the cable fitting and bolt the Lightning unit onto the back of it. This is sealed in the factory to ensure it remains watertight, with any software upgrades made over the air via Wi-Fi and Bluetooth.

CUSTOMISABLE BLADES

Another first for Humphree is the option of a chine-shaped blade that can be cut to fit the shape of your boat's hull. This not only looks neater but enables it to be fitted at the outermost edges of the transom where it has the maximum stabilising effect. The blades themselves have a 2-inch (50mm) stroke and


The blades sit flush with the hull when retracted but extend up to 50mm

Users can change the colour of the LED lights to suit their mood


The sealed unit has the motor built into it so it only needs one through-hull fitting for the slender cable

are mounted as close to the hull as possible, again to maximise the lift created and the speed of operation.

As with all interceptor-style trim tabs, they work by trapping a wedge of high pressure water in front of the blade which acts like an upside-down ramp, forcing the main flow of water down and generating lift on the hull. Although it looks like this would create excessive drag, it's actually more efficient than a conventional trim tab and often improves fuel consumption by optimising the boat's running angle for any given speed.

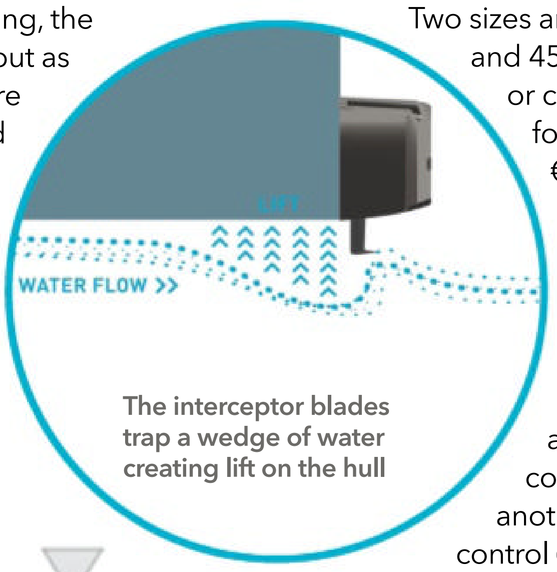
STABILISING INFLUENCE

Controlling it all is a sensor unit with built-in accelerometers, gyroscope and GPS receiver. These constantly measure the boat's speed, heading, trim (fore and aft), list (side to side), and pitch and yaw movements. Humphree's own software and algorithms use this information to apply the exact amount of lift needed to counteract any imbalance and keep the boat running as flat and level as possible. This applies to everything from constant forces such as uneven loading of passengers and crosswinds to fast-changing movements such as throttle and steering inputs as well as individual waves.

The speed and precision of the interceptor blades (they can fully extend in just 0.65sec) and the algorithm's ability to learn and predict the wave pattern also enables these trim tabs to act like a dynamic stabilisation system. It's not as effective as a gyroscopic or fin-based stabiliser, as it's reliant on the boat's speed through the water to create lift (they don't make any difference at anchor), but Humphree claims it typically reduces roll by 35-50%. Ironically, the faster the boat is travelling, the more effective it becomes but as most planing boats are more dynamically stable at speed anyway, that is arguably when it's least needed.

What it does make a big difference with at speed is turning. The coordinated turn control function works by lowering the interceptor blade on the inside of the turn to reduce the amount of lean and tighten the turn itself. Humphree likens this to a 'go-kart' setting, enabling the boat to turn faster and flatter.

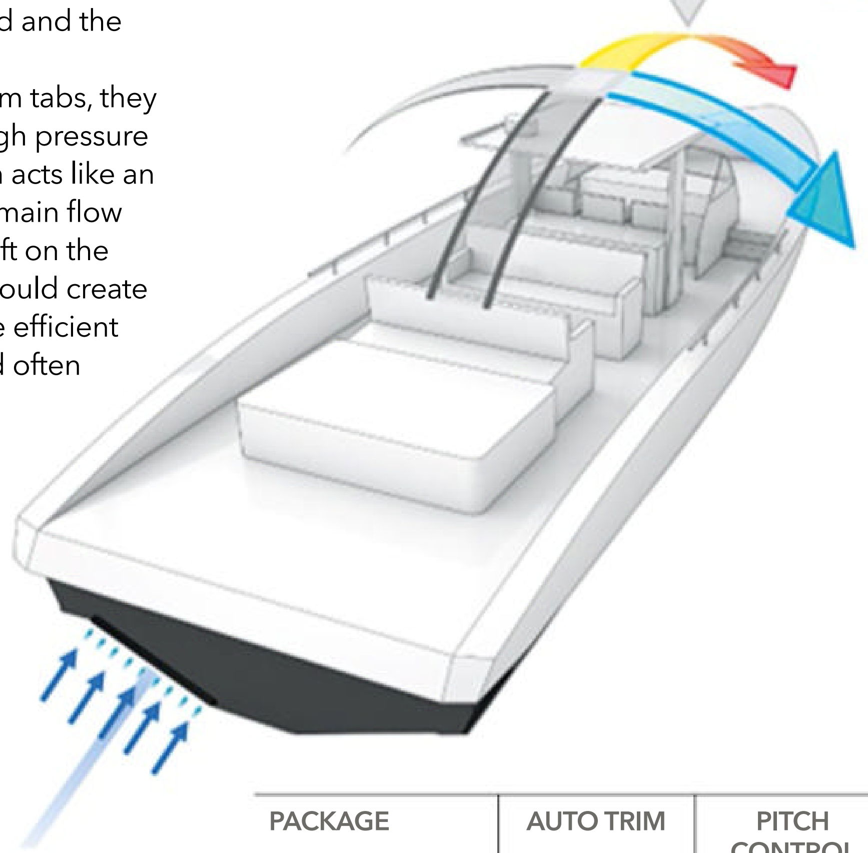
The final part of the package is a 3.5in colour touchscreen control panel that can either be frame- or flush-mounted into the dashboard. Simple one-touch settings allow the user to switch the automated functions on and off – as long as you have paid for them to be enabled.



The interceptor blades trap a wedge of water creating lift on the hull

PACKAGE OPTIONS

Two sizes are available, 300mm wide and 450mm wide with either flat or chine-shaped blades. Prices for these start at around €1400 and €1600 ex VAT respectively, including the control unit and touchscreen panel. However, this only buys you the physical kit with manual control of all the functions. Upgrading to automated trim, pitch and list control (Comfort package) costs another €1,660. Adding cornering control (Comfort PLUS) costs a further €2,110 and full stabilisation (Dynamic PLUS) costs another €2,830. This is on top of the €870 already mentioned for enabling the underwater lights. Although this makes perfect sense, because it keeps the base price low and means customers only pay for the features they want, we do wonder whether some customers might baulk at paying thousands of pounds simply to download software. That said, the majority of Lightning systems will be sold as a factory-fit option on brand new boats with most of the functions already enabled and factored into the options price. Either way it is still a lot cheaper than any gyro or fin-based stabiliser system and should make for a safer, more comfortable, more efficient boat.


LEFT: Multiple sensors monitor the boat's movement over waves and make rapid adjustments to the blades to counter roll, pitch, list and trim

PACKAGE	AUTO TRIM	PITCH CONTROL	AUTO LIST	C-TURN	ROLL STABILISATION	PRICE
Lightning 300mm						€1,400
Underwater lights						€860
Comfort	✓	✓	✓			€1,660
Comfort PLUS	✓	✓	✓	✓		€3,770
Dynamic	✓	✓	✓		✓	€5,400
Dynamic PLUS	✓	✓	✓	✓	✓	€6,600

FISCHER PANDA H20 ECO WATER MAKER

The big news with Fischer Panda's new H20 Eco is its ability to be powered from a 12 or 24-volt power source, rather than needing 240 volts from a generator or shore power, making it more suitable for smaller vessels (an AC power source is an option). Drawing just one amp for approximately three litres of water production and producing 17-25 gallons an hour (63-95 litres an hour), it uses a patented energy recovery device, which the company claims up to 14.2% better power efficiency compared to the leading energy-conscious water maker brand.

Building in the high-pressure water pump and air/water separator also means that it has a relatively compact footprint: the smallest model measures 283mm (h) x 487mm (l) x 627mm (w) and weighs 57kg. Its simple design gifts it fully automatic one-touch operation.

PRICE: from £18,000
CONTACT: www.fischerpanda.co.uk

TOY OF THE MONTH

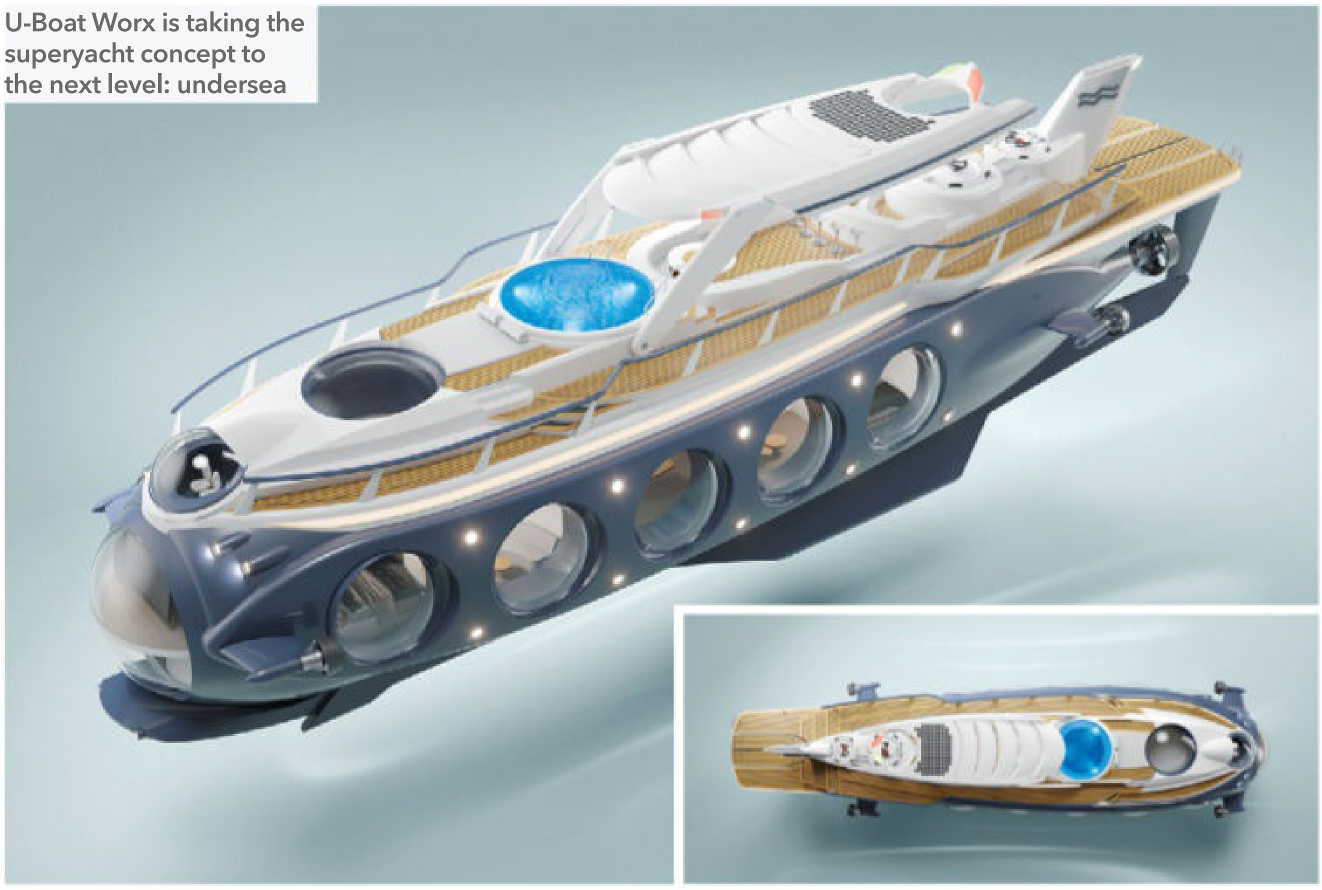
SUBMERSIBLE SUPERYACHT!

U-Boat Worx Nautilus

A few months ago we revealed the quite remarkable U-Boat Worx Nexus, an extra large personal submarine that could seat up to eight people. Clearly someone at U-Boat Worx took one look at this leviathan and uttered three simple words: "Hold my beer." Welcome to the U-Boat Worx Nautilus. Forget personal submarines, this is a submersible superyacht!

At over 37 metres long and weighing 1,250 tonnes, it can function as a yacht or as a submersible. Onboard facilities include a bar, pool, lounge and dining room, four luxury guest cabins, a spacious master bedroom and a galley. The diesel-electric power offers up to 9 knots of cruising capability on the surface, 4 knots submerged, and it will have a depth rating of 200 metres! (A short pause please, to consider a 37-metre superyacht cruising along, over 600 feet beneath the surface!). Ten, four-metre-wide windows will ensure an exceptional view of the underwater world.

PRICE: from €25m
CONTACT: www.uboatworx.com


U-Boat Worx is taking the superyacht concept to the next level: undersea

SHAKESPEARE 5912 DORSAL

SHAKESPEARE 5912-DS
DORSAL

Who says radio antennas need to be long thin whips? After all, the automotive industry moved on from such devices well over a decade ago, with BMW leading the charge with a dorsal fin antenna on its flagship 7 Series model way back in 2002.

Finally the marine industry has begun to catch up, with Shakespeare introducing something very similar: the 5912 Dorsal. Manufactured in the UK, it's a low profile antenna specifically designed for short-range applications on board smaller boats, offering a range of ten miles at 25 watts (W) or up to four miles with 1W.

The company says that the durable outer material "ensures a longer lifespan, particularly within harsh environments".

Having managed to impale myself on my own whip antenna once or twice whilst putting out the fenders, I can certainly see the benefits.

PRICE: £94.40

CONTACT: www.shakespeare-marine.com

ARLO GO 2

The Arlo Go 2 is a truly wireless security camera. Compact (120 x 64.2 x 86mm) and powered by an inbuilt rechargeable battery that will last four months on 4G, 12 months on Wi-Fi (rechargeable via a micro USB), it live-streams 1080p high-quality images direct to your smartphone via an app so you can log in and view whatever it's pointing at whenever you wish. A monthly subscription service also gives you access to customised smart detection, which gives the camera the ability to distinguish between people, animals and vehicles. It also gives you up to 60 days' cloud storage. It connects via Wi-Fi, but there is also the option to purchase and install a SIM card with a relevant data plan and link the camera via a mobile phone network so that if the Wi-Fi fails, or there is no Wi-Fi at your mooring, it can still connect. There's even an inbuilt high intensity light and siren.

PRICE: £279.99

CONTACT: www.arlo.com

SIMRAD
ZONES
LUMISHORE
SCENES
All Zones
Cabin Main
T-Top
Deck
Palette

LUMISHORE ECLIPSE

The introduction of LED lighting has transformed boat illumination. Multi-coloured, low draw, high output, tough, waterproof, compact lighting is a world away from delicate filaments, chunky bulbs and hot, high draw illumination. The only issue is a low-cost and effective way of controlling it all. Well, this is Lumishore's answer. Aimed at boats up to 40ft, such as the sportsboat, centre-console and RIB markets, the all-in-one Eclipse Command Center is the world's first ultra-compact box to include built-in drivers and zones for multiple types of lights, with three built-in configurable lighting zones and expansion modules available to increase that capability to up to six zones. Offering white or blue lighting, it's configurable via your MFD (through an ethernet port) and built-in Wi-Fi allows for direct smart device access such as an iPad.
PRICE: from £230
CONTACT: www.lumishore.com

ECOWORKS MARINE TOILET CLEANER

Not the sexiest of products we've featured in *New Gear*, but nonetheless an important one as we become ever more aware about the importance of being careful what we release into the marine ecosystem. This new toilet and black tank cleaner from Ecoworks Marine contains no ingredients known to be hazardous to aquatic life. Instead, its uniquely formulated liquid gel contains a blend of five natural cultures of friendly bacteria and fast acting enzymes. It helps to eliminate and control odours and blockage problems caused by organic matter found in drain lines and waste pipes. It also acts as a biological water additive that can be added to waste water-holding tanks and associated drain lines to rapidly break down organic waste, emulsified fatty substances and organic sludge. Ecoworks says that this will help reduce blockages and reduce maintenance issues. Ecoworks recommends daily dosing when on board to ensure that a thriving biofilm is maintained while allowing the bacteria to spread with the flow of water. One litre per 1,000-litre holding tank should be enough to do the job.
PRICE: from £16.19
CONTACT: www.ecoworksmarine.com

ecoworks
marine
toilet cleaner +
black tank degrader
pH Neutral
100% Biodegradable
No Toxic Chemicals
100% BIODEGRADABLE
1L / 33.8 U.S.fl.oz

44

DISCOVER THE
AQUILA 44 POWER CATAMARAN

PERFORMANCE, INNOVATION and QUALITY.

Born of innovation and experience, the luxurious Aquila 44 Yacht Power Catamaran is a world leader in its class. The Aquila 44 is a power catamaran with a fresh evolution of classic boating traditions. Efficiency in the design and performance compliment the luxurious and spacious living areas. The Aquila 44 is available with 3 or 4 cabin layouts featuring a saloon and galley with 360 degree views and an extensive flybridge. Customisation options are available to meet an array of boating lifestyles.

CELEBRATING 10 YEARS
AQUILA

+44(0)23 8161 1601 | aquilaboats.co.uk

Words and pictures Jon Mendez

HOW TO

CLEAN TEAK

Teak decks look lovely as well as being hardwearing, grippy and gentle underfoot. The one downside to real teak is keeping it clean. To maintain that just-fitted look takes a lot of work, ideally with a weekly hose-down or a bucket of sea water and a gentle wash and squeegee off. However, for most of us that frequency just isn't possible so a deep clean at the beginning and end of each season becomes even more important.

There are two golden rules when it comes to cleaning teak: firstly, never use a pressure washer as the power will strip out any softer wood; secondly, never scrub along the direction of the grain or you will wear away the surface and leave the black caulking strips proud of the worn wood.

Traditionally, thick teak decks were cleaned with a flat stone and a bucket of sea water by scrubbing up and down. Nowadays the teak tends to be a lot thinner and there are easier methods that rely on eco-friendly soap solutions or chemicals to loosen the dirt and restore the colour. The latter usually involves a two-step process with an acid solution to loosen the dirt and bleach the wood, followed by an alkaline one to stop the reaction and restore the colour.

ABOVE: Don't forget to wear gloves if using a two-part chemical treatment rather than a more eco-friendly soap-based cleaner. The result can be just as good with either approach

Techniques and safety are key here. The chemicals are harsh on skin and the environment so you need to protect yourself with waterproof overalls and gloves. Whatever cleaning process you use, the first step is to wash off any loose dirt and grit, then use a squeegee to remove excess water to leave a wet but not flooded surface. If using the environmentally friendly approach, apply a copious amount of the detergent to an area about 1m square and then work it into the surface with a circular motion (never with the grain), using a sponge to start with followed by a pan scourer and then, and only if needed, a brush with reasonably soft bristles.

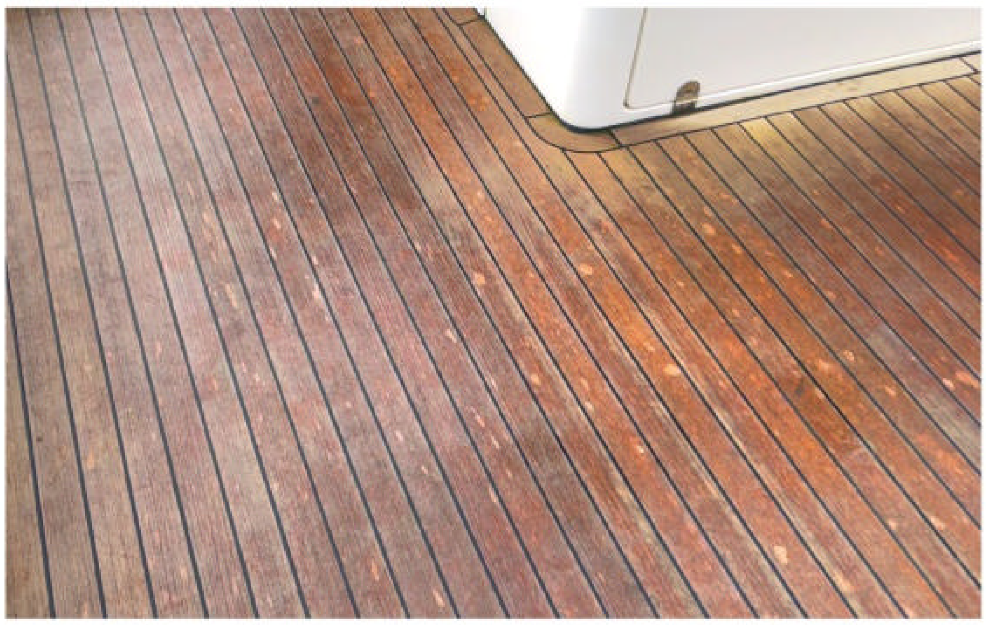
You should see the dirt lifting off in the form of a grey/brown-coloured scum, depending on how dirty the teak is. Give this a good rinse off with the hose on a shower setting, then repeat the whole process until the soapy suds coming off are white with no discoloration. A final rinse and a good squeegee to remove any traces of detergent should complete the job but check by wiping a wet cloth along the direction of the grain to see if any bubbles form on the surface. If they do, you need to rinse and try again.

The chemical approach is far more dramatic but it's strong stuff and needs to be treated with caution. Carefully read the mixing strengths (ours was 5:1) – if you make it too strong it can damage the wood and make the black caulking strips go sticky. Follow the instructions on the bottle. This step invariably involves applying the acid solution first and working it into the wood using a sponge or soft bristled brush in circular motions. It takes far less effort than a detergent and don't be alarmed if the wood goes dark brown. Leave it for about 10 minutes for the chemicals to do their bit before giving it a good rinse with water and a squeegee.

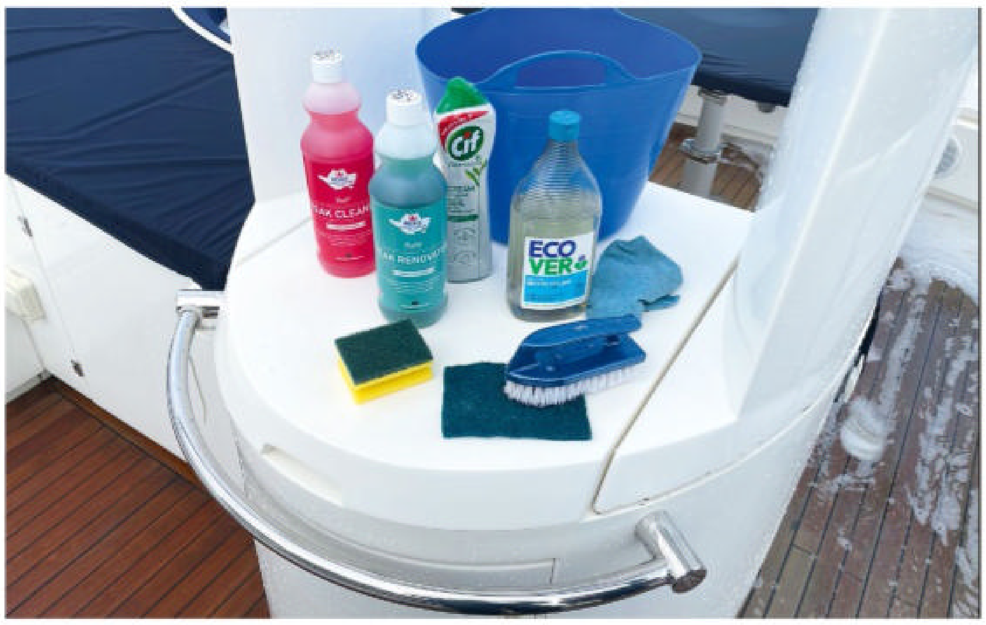
Next, apply the alkaline solution with a sponge, working it into the wood. You should immediately start to see a dramatic bleaching action, although you may need to go over it twice to make sure you have worked the solution into every corner.

When you rinse this off, a golden sheen will show through the wood and whilst it's wet you will be convinced that you have done a much better job than a more labour-intensive clean with soap suds. However, after 24 hours when it's all completely dry again, the end result tends to be much the same.

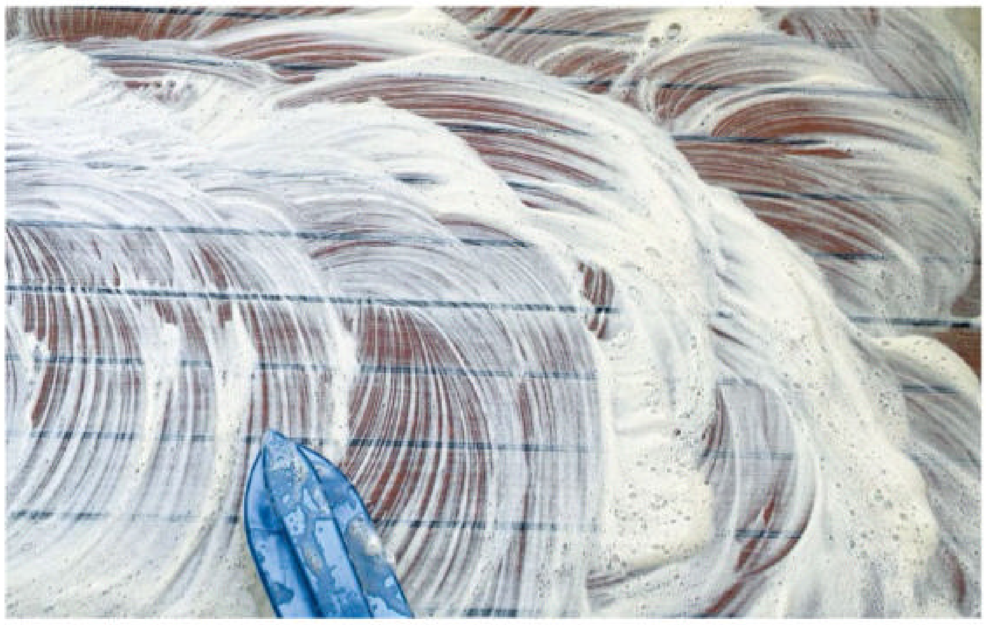
The chemical clean may be a touch lighter and requires less elbow grease, but given the environmental benefits of the eco-friendly approach, please try this first.



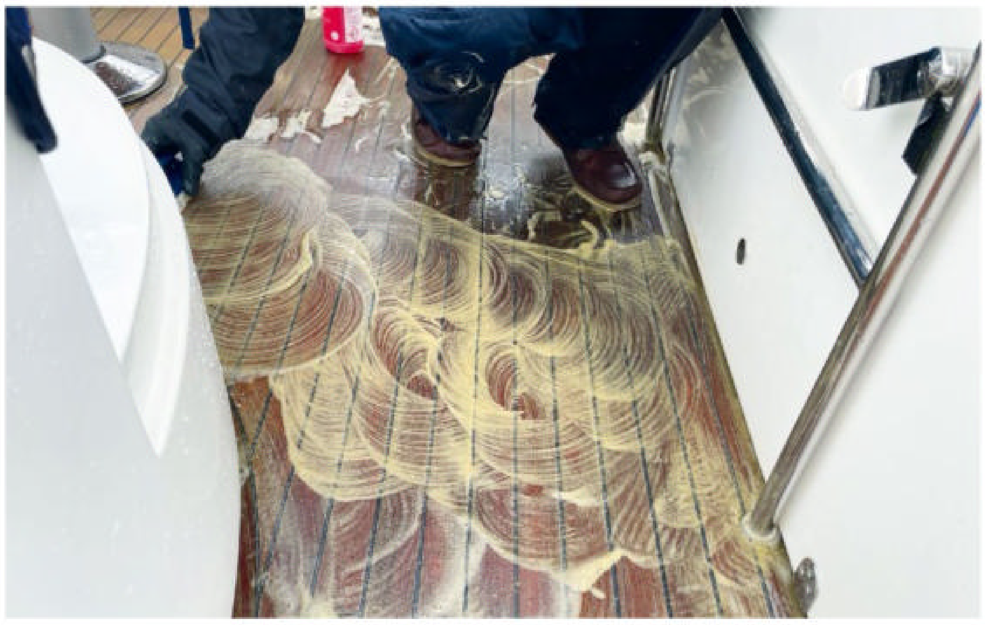
1 **BEFORE CLEANING** At the end of the season, teak tends to look like this. The wood in this picture is in good enough condition but a previous sealant has worn away allowing the dirt to penetrate into the grain and leave it looking green and patchy in places.



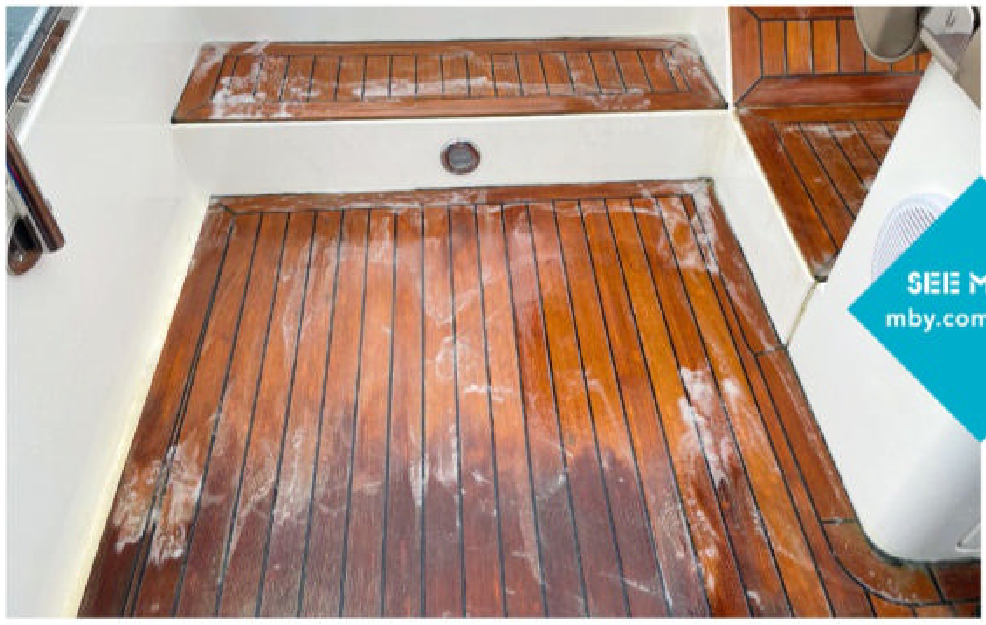
2 **DETERGENT VS CHEMICALS** Products like this Ecover soap are far better for the environment and your hands but require much harder work than harsher chemical cleaning agents. Regardless of which you use, you will need a bucket, sponge, squeegee, pan scourer and medium bristled brush.



3 **USING AN ECO-FRIENDLY DETERGENT** Always work the soap into the wood using a circular motion. Start with a sponge, then progress to a scourer and, if needed, a scrubbing brush. Work on a small area at a time. You may need to repeat the process until the suds stay white.

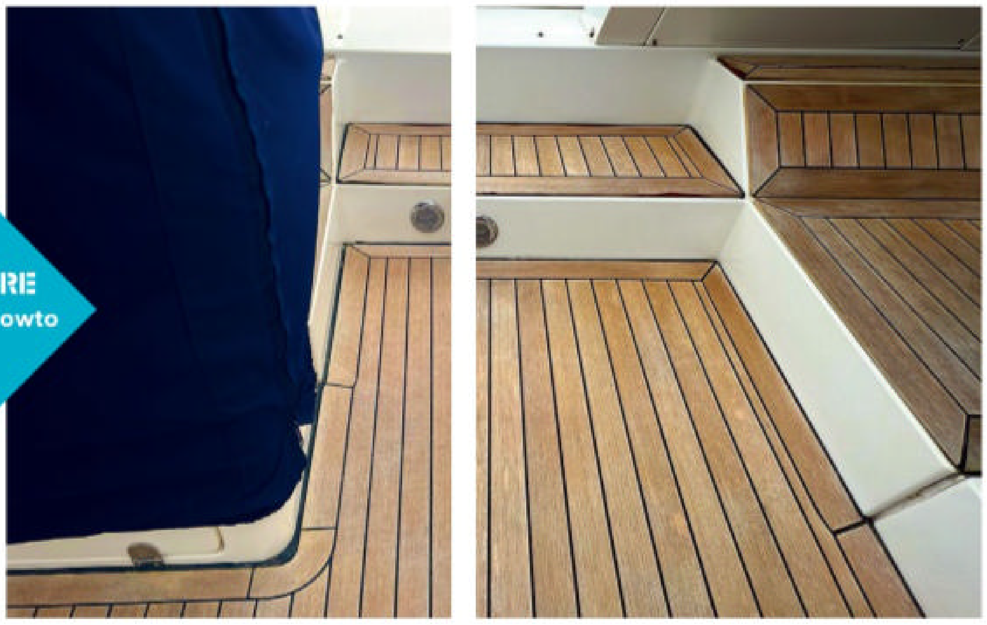


4 **USING A TWO-STEP CHEMICAL CLEANER** Much like a detergent, the initial acid solution needs to be worked into the wood in a circular motion, using a sponge and then a brush to penetrate the grain, but it won't require as much physical effort and only needs to be done once.



SEE MORE
mby.com/howto

5 **APPLYING PART TWO** After waiting ten minutes for the acid to work its magic, sponge on the second alkaline solution. This neutralises the acid and reveals the bleaching effect of the chemicals that restores the golden colour of the wood.



6 **THE RESULTS** After 24 hours, and once the teak has been allowed to dry properly, there is very little difference between the eco-friendly method (left) and the chemical clean (right). The eco-route takes more time and effort but the result can be just as good.

Tresco feels like it's been plucked from the heart of the Caribbean

Words and pictures: Jon Mendez

ALL ABOARD FOR SCILLY SEASON

Jon Mendez fulfils a lifelong ambition with a voyage out west to the Isles of Scilly

For as long as I can remember, I've wanted to take my boat to the Scillies – and having moved to the West Country three years ago, the fact that it's now 100 miles closer has made it much more realistic. I originally planned to head for the Scillies in 2020, but Covid put paid to that. The following year, a combination of a line around our outdrive and some awful weather made it impossible once again. But in 2022, I was determined to make it happen.

The early season weather looked promising. The engine and outdrive of my Windy 28 Ghibli had been serviced, we had spares on board, and the boat was fuelled and ready to go. To load the dice, I also booked the whole of July off work – and when a spell of settled weather came our way, Jess (my wife) and I were off from Brixham, bound for our first stop in Falmouth.

THE START POINT

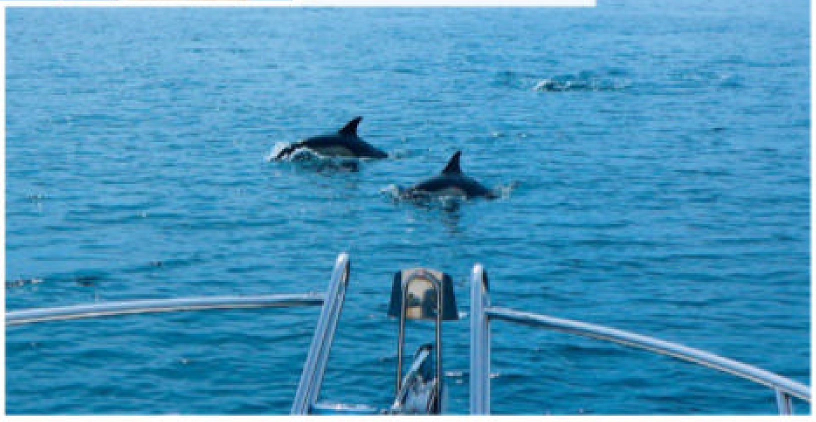
Any boat trip that involves Start Point can be a worry, because it's the moment when you find out if your calculations have been accurate. In the event, it was as flat as a pancake – by far the flattest I have seen in years. I picked up the speed to 2,900 revs and 27 knots and the boat flew along. Basil, who was on lookout duty, suddenly pricked up his ears and in a flash, we were joined by an entire pod of dolphins. I slowed down to 8 knots and the dolphins stayed alongside us for more than 20 minutes, darting in and out of our bow wave!

I elected to go straight across the bay to Falmouth, passing close to the Eddystone Lighthouse. That's normally something I would keep well away from but the sea conditions were so good that a closer look seemed like a great idea. After a blissful 72 miles, we were in Falmouth. We topped up with 140 litres of fuel at Falmouth Yacht Haven and then went to find a berth. Rather than trying to book ahead, you simply turn up and they find you a spot. You may have to raft up if it's busy but being in the middle of town is a major bonus.

FIRST SIGHT OF THE SCILLIES

While the weather looked reasonable for our morning departure, it was forecast to build from the NE late on. I worked out that, as long as we cleared Falmouth by 1000, only the last hour before our arrival at St Marys ought to be lumpy, so we set off, keeping reasonably inshore all the way down to Lizard Point. There were plenty of yachts down here, taking advantage of the building easterlies but I left

Eddystone Lighthouse is a pretty sight when it's flat calm



Basil is first to spot the dolphins, which follow the boat for at least 20 minutes off Start Point

> Amazingly, our faithful Windy covered the entire 336-mile trip on just 540 litres of fuel

them behind, aiming straight for Wolf Rock Lighthouse, six miles off Land's End, before heading south-east to avoid the end of the Traffic Separation Scheme.

As predicted, the last hour was a bit rough but, as we rounded the southern end of St Mary's, the aquamarine sea, stunning white beaches and low-lying islands looked superb. It was then a game of 'spot the buoy'. There are around 40 visitor moorings but it was pretty busy, with several boats looking for one that left enough depth to stay afloat at low water. Once attached, the harbour staff came over and we paid our fees of £21 per night. The all-states-of-the-tide moorings were then a good tender ride ashore to a semi-drying pontoon at the base of the harbour wall near the ferry berth. There are perfectly adequate showers and toilets here and the quaint capital, Hugh Town, is right on your doorstep.

ISLAND HIGHLIGHTS

We spent the next few days exploring the islands. St Agnes is rugged and beautiful with sandy beaches and crystal clear waters. The larger island of Tresco is home to some stunning sub-tropical gardens, as well as the Valhalla collection of ships' figureheads and some seriously expensive holiday homes. And Bryher provides a lovely contrast between plunging cliffs and white sandy coves. Rather than take our own boat though, we used the local trip boats to run between the islands. They're helmed by highly skilled skippers, they're great value and it's entirely stress-free.

Toward the end of our stay, we were again blessed with stunning weather so, rather than head directly home, we decided to head even further west to the Bishop Rock lighthouse.

We started early on a misty morning. The passage between St Agnes and the uninhabited island of Annet was eerily quiet. Annet is a bird sanctuary, with lots of seals and swirling currents. And Bishop Rock Lighthouse is normally a site of great rolling swells. There are countless shipwrecks out here but on a flat calm day, it's a truly stunning place to visit.

FALMOUTH AND FOWEY

From Bishop Rock lighthouse, we headed back toward Land's End and onward for a lunch anchorage at St Michael's Mount. If you want to take advantage of the great value fuel at Penzance like we did, just be aware that it needs to be near high water for you to access it.

From Penzance, we decided to take an inshore route along the Cornish coast, back into Falmouth for a boat and crew wash and a bit of a tidy up, before heading on again for a lunch stop in the Helford River.

We found a beautiful spot on the moorings before exiting and heading east again, popping into Mevagissey and passing Par, before heading into Fowey for an overnight stop on a pontoon berth opposite the town. It was the perfect place for our last meal ashore and the end of a magnificent adventure. And when we finally arrived home back in Brixham to reflect on our epic trip, it turns out we'd covered a total of 336 miles on just 540 litres of fuel. Don't you just love a single-engined boat?

Approaching Fowey for the final night ashore

The ships' figureheads make a charming diversion

Tresco's tropical gardens are wonderful for a walk

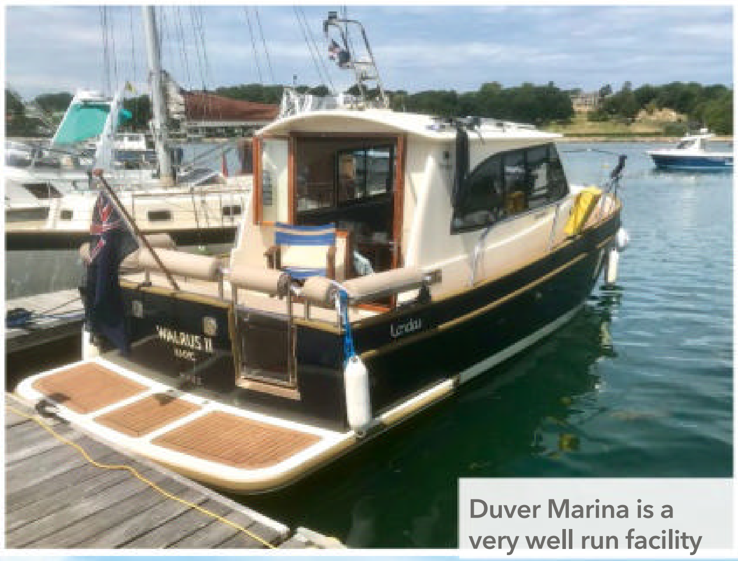
OUR BOATS SOON TO BE FEATURED...

FAIRLINE Targa 34
Albany, Bursledon
Phil Sampson investigates a buzzing socket – and asks whether we should all look a little closer

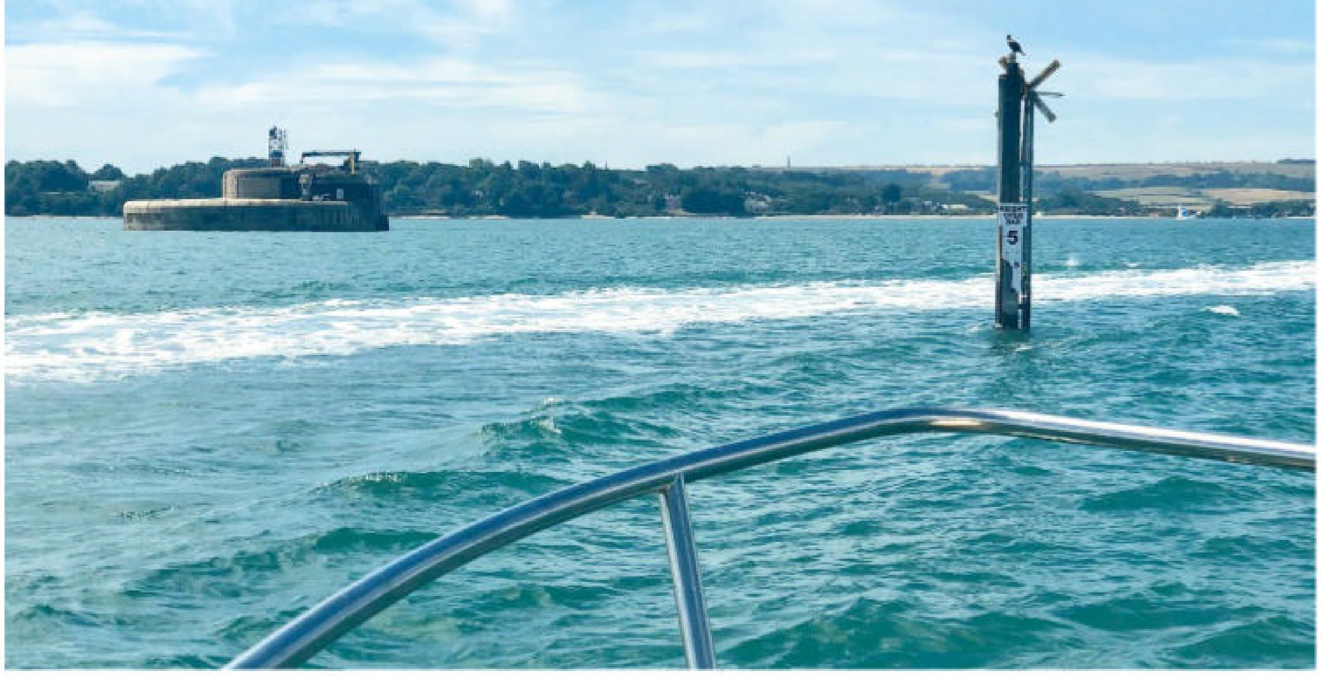
KINGFISHER 670 HT
Kingfisher, Chichester
Gudmund Olafsson and Nigel Oliver take delivery of their long-awaited aluminium cruising cat

BAVARIA E40
Sophie, Texel
Sander Daniels embarks on a cruise among the UNESCO-protected islands of northern Holland

There's an old seamark built into St Helens Church



Duver Marina is a very well run facility



The start of the channel is really simple to find

Get your planning done and it's plain sailing all the way

Words and pictures: Richard Krause

BOUND FOR BEMBRIDGE

Keen to expand his cruising grounds, Richard Krause braves the bar for a debut trip to Bembridge

Having heard my fellow RMYC club members extol the virtues of picturesque Bembridge Harbour, we decided to investigate further. The website told of lovely nature walks and fine beaches and at just 40nm from Poole, it didn't look especially intimidating. With good weather, our Landau 29 ought to see us from pontoon to pontoon very comfortably.

We continued our planning with a look at the Almanac. That gave us a slightly more concerning note about the narrow entrance channel. The bar almost dries out entirely and most of the harbour becomes mud at low water. But while it was tempting to look for somewhere more straightforward to visit, we had been keen to expand our boating horizons for a while so we decided to give it a go.

PAUSING FOR FORT

After making our way east, through a benign Solent, we were eager to have a closer look at the 19th-century sea fort, aptly named "No Man's Land", so we tracked outbound from the North Sturbridge cardinal mark. This curious structure was completed long after the threat of seaborne invasion from France had died away and it has since been run by various owners as a luxury hospitality centre and hotel. From here, the X-topped "tide gauge" post was off our starboard bow, marking the beginning of the Bembridge Harbour channel. A quick view of the website confirmed we were 30 minutes after HW and had plenty of depth over the bar. South of the mark is the much smaller St Helens Fort and a course of 240˚ between the two led us nicely onto the well-buoyed channel.

Approaching the coastline, we noticed the large white West Seamark wall built in 1719 to guide the Navy ships. It is actually constructed on the remains of the 13th-century St Helens church tower, which formed part of a priory founded after the Norman Conquest by Benedictine monks. Blocks of sandstone taken from the church were known as "holy stones" and sailors would apparently use them to scour and whiten their wooden decks for good luck.

DUVER MARINA

Duver Marina is actually on the northern St Helens' side, but it's undoubtedly Bembridge Harbour's best facility for visitor berthing. It has plenty of helpful staff to ensure that mooring up is simple and stress-free. If you don't have a tender, and the walk along the causeway to the Bembridge side is not something you fancy, they also provide a water taxi to take you back and forth. Their pontoon spine is dredged on either side to at least 2m and booking a slot online is very easy. The harbour website is extremely useful and it even features live tide updates for height over the bar every 60 seconds, which is a very comforting way to validate your calculations during an approach. But if you draw less than 1.5m, there is enough water at HW +/-3 hrs, so timings are not actually as taxing as most people imagine.

Following a very pleasant meander into the harbour, a last blip of the bow thruster secured us onto our berth. Duver Marina has good toilet and shower facilities and you also have easy onsite access to Steve's Bar and the Duver Café, where it's very relaxing to sit down and spend a couple of lazy hours watching the harbour drying out. You can also stock up on supplies from the supermarket in Bembridge, where there are a surprising number of eating and drinking spots. And it makes such a tranquil place to park your boat and ease back the pace that it would be silly to be put off by concerns over that entrance. Just get your planning done and, as my fellow club members assured me, you won't be disappointed…

Steve's Bar is a great place to unwind

SWEDEN - NORWAY - FINLAND - DENMARK - GERMANY - NETHERLANDS - FRANCE - TURKEY - AUSTRALIA

THE WOLF ROCK BOAT COMPANY PRESENTS

IRON

www.ironboats.co.uk

647 707 767 827

FITTED WITH GARMIN ELECTRONICS

We will be exhibiting at...
SBS BoatLife
NEC | Birmingham | 16-19 February 2023

01548 855751
contact@thewolfrock.co.uk
www.thewolfrock.co.uk

SUZUKI GARMIN FUSION SeaDek SEASTAR SOLUTIONS SBS TRAILERS

BUYING A USED...

NORD WEST 390 FLYBRIDGE

IN ASSOCIATION WITH

SY | SETAG
YACHTS

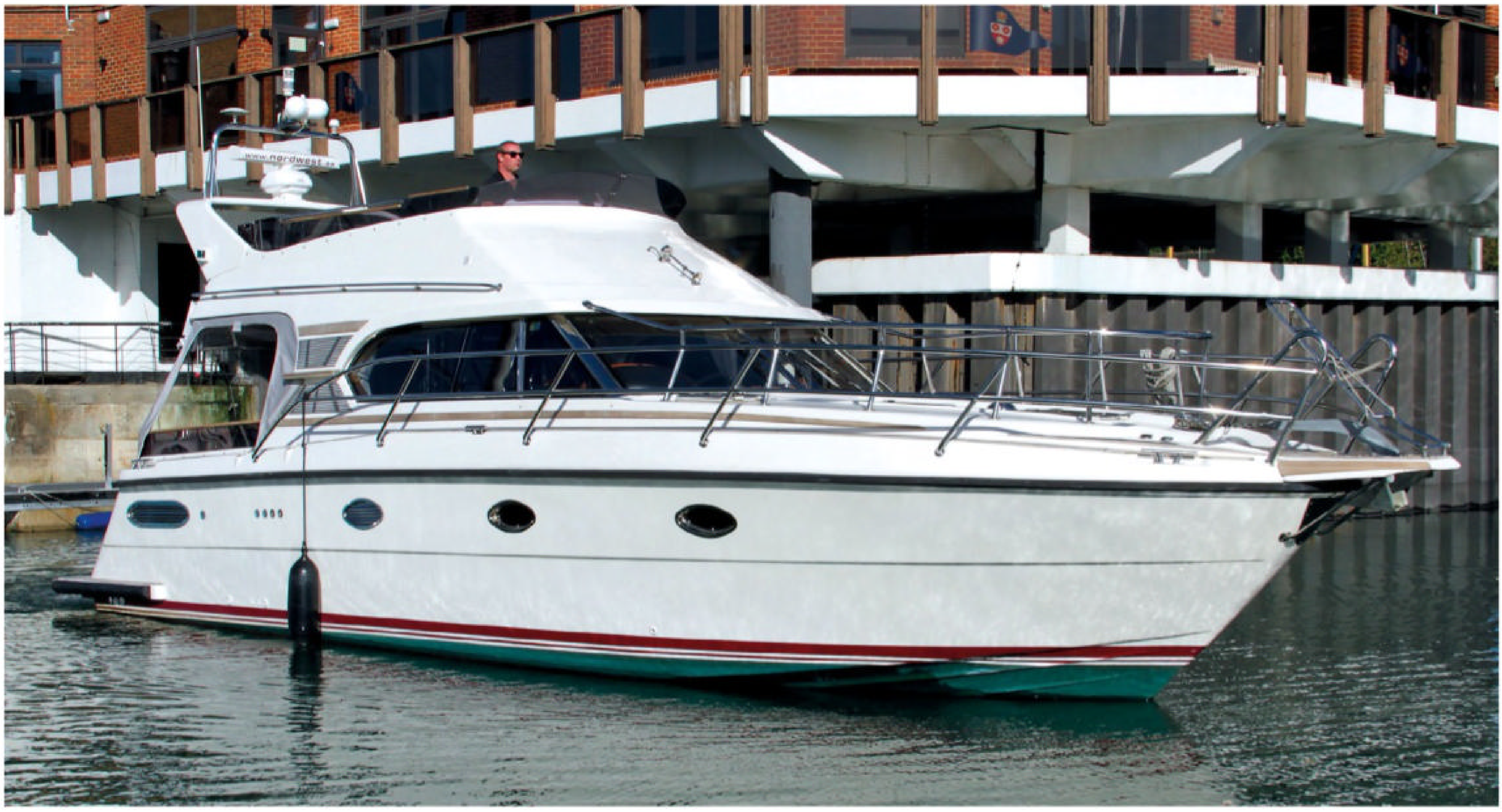
Nord West began building boats near Orust, Sweden in 1985, and for many years enjoyed great success with its range of beautifully built and thoughtfully designed sportscruiser and flybridge models from 27ft to 56ft. The 390 was a fine example of the breed. Built between 2000 and 2007, the company produced 171 examples of this 39ft 1in motor cruiser in both flybridge and coupé guises. Unfortunately, in 2013, a year after the company had acquired the sail boat brand Najad yachts, the company was placed into administration, blaming the high value of the Swedish krona for killing export sales. Najad survived and still builds yachts to this day but to the disappointment of its many fans, the Nord West range never re-emerged.

According to Harvey Bowden, owner of the three-cabin, single-heads Nord West 390 flybridge featured here, one of the reasons for the firm's demise was due to precisely the same factor which gave it its edge: quality. "Their boats were built like they should be; absolutely top class," he says. "Unfortunately, though, the owners were too quality driven – they may not have been very good businessmen but they were great boatbuilders!"

BUILT TO LAST

Harvey has owned his 390 from new. Fourteen years on, it is being offered for sale at £199,950 by Approved Boats, Southampton. Harvey and his wife Ann are parting with the vessel because they are now retired and their children have grown up. "We just don't use it any more," he says. But back in the day, the boat was ▶

IN BUILD 2000-2007 PRICE RANGE £180,000-200,000

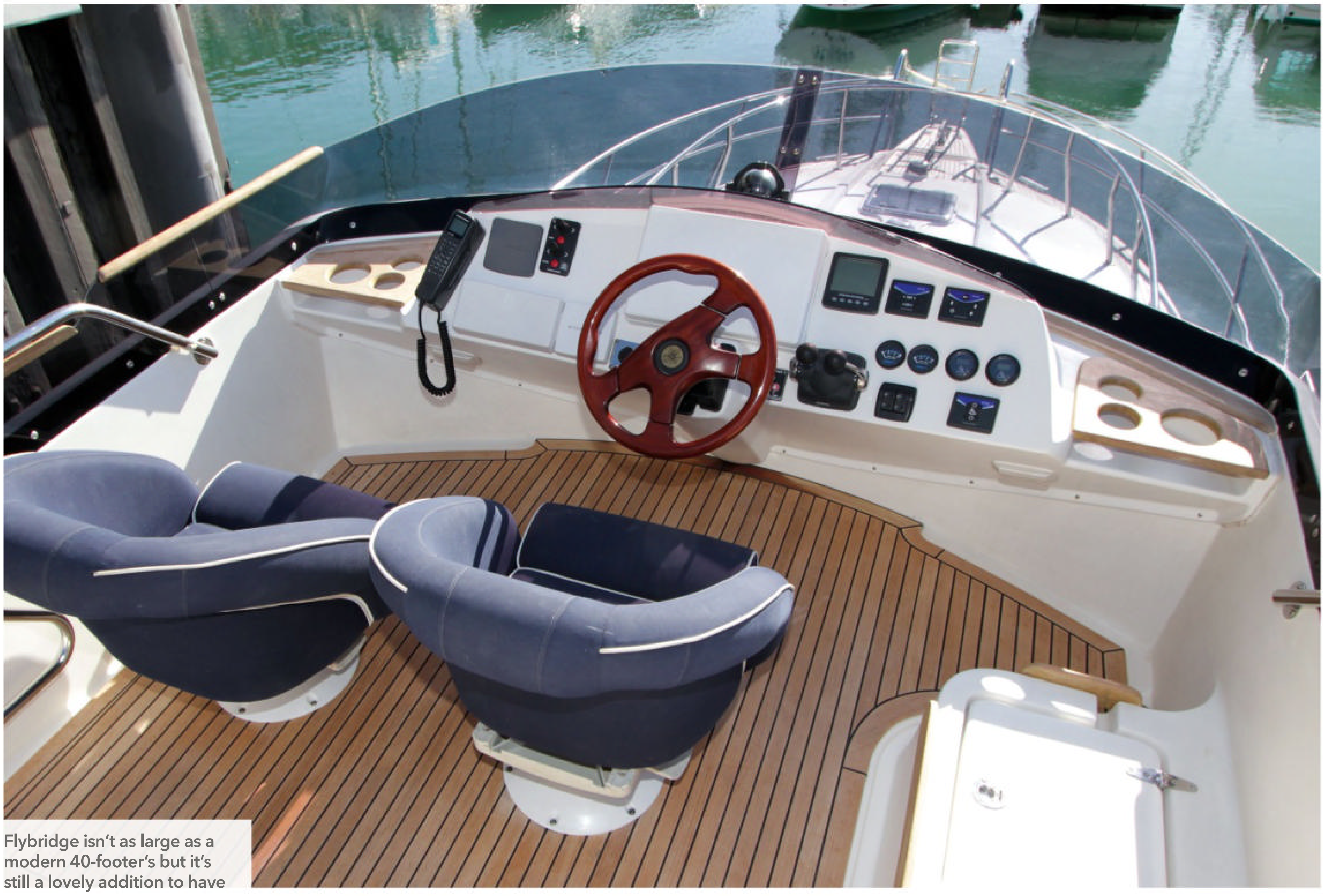


IN ASSOCIATION WITH

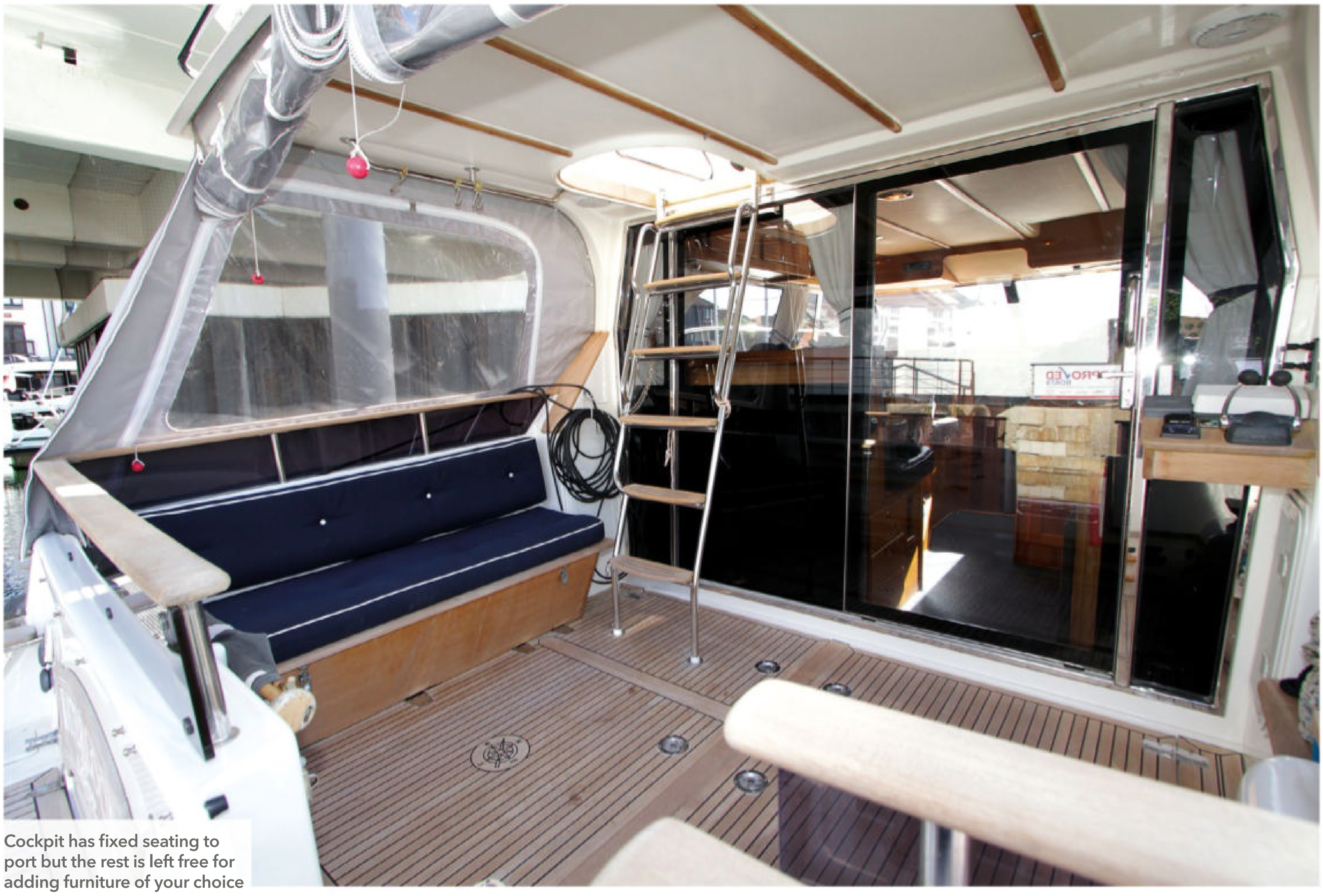
SY | SETAG
YACHTS

Design and refit specialists SETAG Yachts bring luxury to the pre-owned market – by creating the bespoke yacht of your dreams, with no compromise. To fall in love with your boat all over again...

Visit www.setagyachts.com or call + 44 (0)1752 648618 for more details



Flybridge isn't as large as a modern 40-footer's but it's still a lovely addition to have



Cockpit has fixed seating to port but the rest is left free for adding furniture of your choice

Even the helm station is awash with teak, although the nav gear may need updating

The original flybridge table needs a little TLC but still looks the part

worked hard: "As well as enjoying it with the family, I used it as the base for my sailing and racing. I used to race a Firebird catamaran and the 390 was the mothership – it would follow me round the Isle of Wight and rescue me when I capsized!"

Harvey's racing exploits meant he would sometimes live aboard for extended periods, for which the 390 is ideally suited. "Me and my crew would sleep on the boat for a week or 10 days at a time, no problem," he says.

In fact, Harvey had established the vessel's suitability for long stays aboard and lengthy sea passages right from the very off. "When I bought it, I asked Nord West if they would ship it over," he recalls. "But they said, why don't you and Ann come here and bring it back yourselves? They assured me everything would be fine, so we travelled to their base in Vindön in Sweden, collected the boat, anchored up round the corner overnight to check everything over, then set sail for England the following day. The next two weeks turned into one of the most glorious holidays we've ever had – the boat was faultless."

STURDY PERFORMER

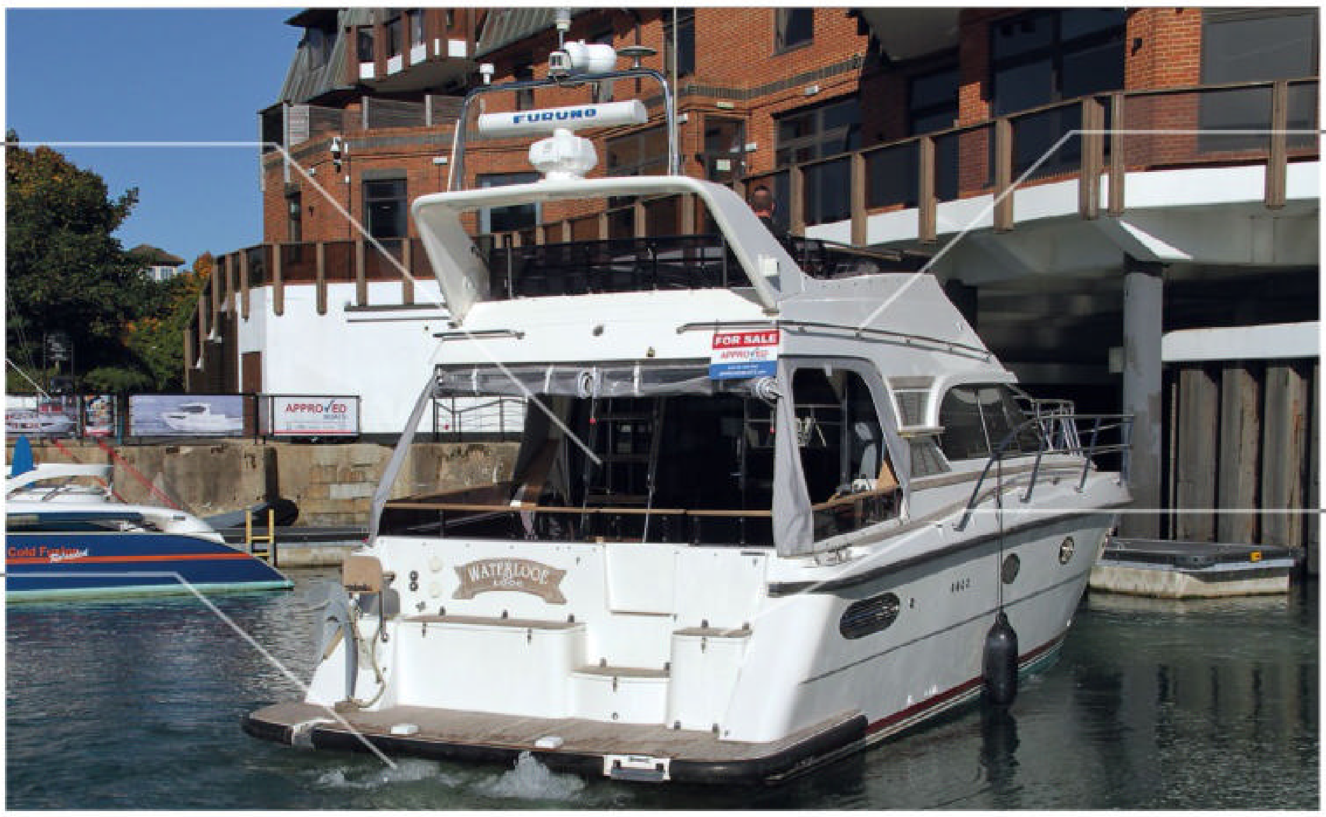
Another factor which attracted Harvey to the 390 was that it was the largest flybridge cruiser available at the time which could be specified with outdrives instead of shafts. The boat was to be based at Looe, which dries to sand, meaning lifting legs would be a real bonus. But, as we discovered when we tested a Nord West 390 Flybridge in March 2005, the sterndrives offered other benefits too; namely great handling and improved efficiency: "Once you've tried the outdrive boat you won't want to consider the extra cost of shafts… the boat tracks straight and true, and for lower speeds and close-quarters manoeuvring the difference compared to shafts is tiny," we wrote at the time.

Various engine options were available on the Nord West 390 Flybridge, including Volvo Penta D6s rated at either 310hp or 350hp, the latter of which were fitted to our original test boat. On the day these delivered a top speed of 35.4 knots at 3,400rpm. The slippery sterndrives also meant it was unusually efficient at speed, in fact its most efficient cruising speed on test was 31.5 knots when it was burning 3.3 litres per nautical mile (103lph) for a range of 273nm from its 980-litre tank. In old money that works out at 1.59mpg, an excellent result for a boat with a light displacement weight of 9.7 tonnes.

According to Harvey, the boat's seakeeping is as exceptional as its fuel economy. "It's one of

Starboard galley is both practical and well equipped with a gas hob, oven and fridge

Traditional teak and leather saloon is a testament to Nord West's boat building skills



FLYBRIDGE LADDER
Most modern boats have stairs up to the flybridge but this one still has a ladder, which may prove trickier for older guests

DRIVE OPTIONS
This one has sterndrives fitted but shafts were also an option

GRAB RAIL
This eye-level rail provides some much-needed support on your way up to the side deck

LOCKER FEST
There are more than 40 different lockers on board and these transom ones are particularly useful for ropes, fenders, cleaning gear etc

the few boats that gets on the plane easily," he says. "You don't get any of that horrible 'nose up in the air' business. When you get to around 11 knots she's starting to plane and by 14 the bow's only gone up a couple of degrees. Over 18 you're planing very comfortably and we generally cruise at 22. That is its comfortable, economic speed but she will do up to 38 knots maximum speed. You can also put the boat on its ear and go lock-to-lock with total confidence. Another thing is that she won't slam – you can pound it without everything rattling and the doors falling off! "

An inspection of those doors shows that even if the boat had slammed they would probably have remained in place, for the quality of their construction and fitment is outstanding in every respect. That theme of quality is something which runs throughout the entire boat, touching every cupboard, cabinet, fixture, fitting and everything else. Much like the built-from-granite feel of Saab cars – another late, lamented Swedish brand – the Nord West 390 feels wonderfully robust.

In terms of living spaces, the 390 has plenty to offer, and in considerable style too. Starting at the top, the relatively compact flybridge has room for an L-shaped seating area aft and a neat table with four fold-out leaves that the helm seats can swivel to face. The table on our review boat had been left out in the sun a little too much but it was nothing that a rub down and coat of varnish wouldn't cure. Ahead of this are the comfortable bolstered helm and navigator's seats with a full set of controls bordered by sturdy wooden drinks holders. The rather steep six-step ladder up to the flybridge might prove a little off-putting for young and old alike but it does free up more space in the cockpit and allow more light into the saloon than a chunkier staircase.

The aft cockpit stretches across the full beam of the boat with two engine hatches (normally manually lifted but converted to electric operation on Harvey's boat) and bags of space for a free-standing table and chairs in addition to the built-in bench along the port side. For easy stern-to berthing, our review boat was equipped with an extra docking station to starboard, which was fitted by Nord West at Harvey's request.

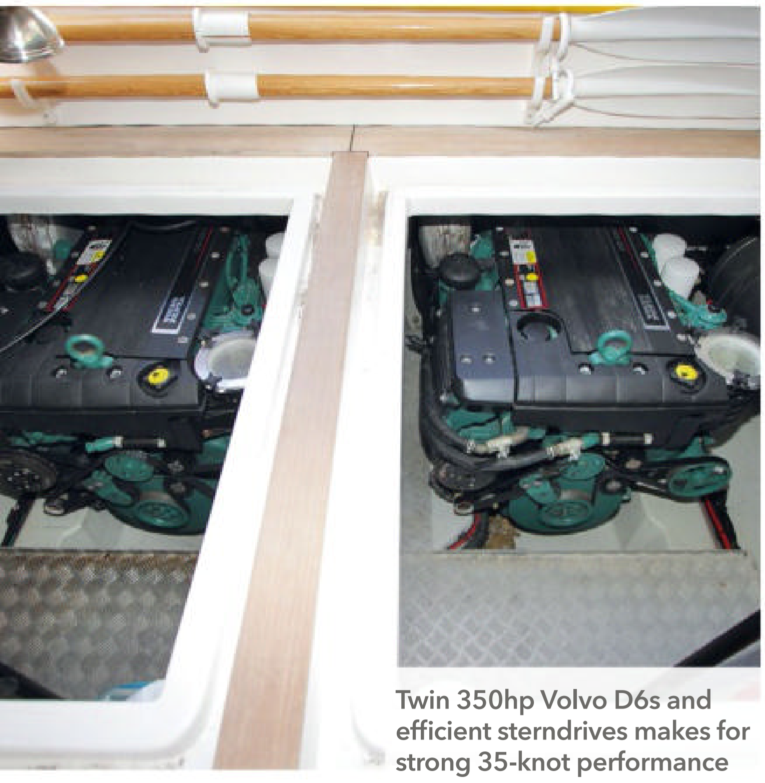
SUMPTUOUS SALOON

The aft cockpit also provides the entry point for the side decks and here is our only real criticism as access involves stepping up and out onto a narrow section of unprotected

▶

The forward owner's cabin is juts as warm and inviting as the rest of the interior

The larger of the two compact but cosy guest cabins. The third one is open to the lobby



Twin 350hp Volvo D6s and efficient sterndrives makes for strong 35-knot performance

side deck. Once there, however, it's just a short step forward to the side guard rails and handholds on the top edge of the saloon. For additional security, Harvey's boat also has an inner guard rail mounted around the foredeck. This is not a Nord West option and was custom built to his own specification.

Entry to the saloon is via a set of sliding patio doors. Inside, the quality feel is once again immediately apparent with a deep buttoned leather settee wrapping itself around a beautifully crafted table with a single drop-leaf. In common with all the woodwork, the table is made of teak giving the interior a warm and inviting glow. Further enhancing the homely feeling, our review boat was carpeted throughout. Opposite the dinette is a comprehensively equipped galley with two-burner hob, oven, fridge, one-and-a-half bowl sink and ample worktop and storage space. Once again, the galley drawers and cupboards are sturdily constructed from teak – this is clearly a boat built to last.

EVERY INCH USED

Two steps down from the saloon are the three cabins and single shared bathroom. The master cabin has a centrally mounted double bed with lockers above and below and storage units on either side at the foot. The second cabin also has a double bed, together with a settee and a sideboard unit which features a natty built-in glass holder and flip-up table in addition to the usual lockers and drawers. Cabin three is more of a bolthole than a cabin, with no door and limited headroom over the bed, so we suspect it may end up being used as an extra store room much of the time.

On that note, it's worth pointing out that the Nord West 390 Flybridge has more lockers, drawers, cupboards and cubby holes than any other 40ft boat we can think of – we counted 40 before giving up! It's yet another example of how its builders went the extra mile to ensure not an inch of space has been allowed to go to waste. It may have ended up costing the company dear but for Nord West owners past, present and future, it's one of its many endearing assets.

DATAFILE

MODEL Nord West 390 Flybridge
TYPE Flybridge
DESIGNER Benny Martinsson
HULL TYPE Planing
RCD B (ten persons)
LOA 39ft 1in
BEAM 12ft 4in
DRAFT 3ft 7in
AIR DRAFT 15 ft (11ft 1in radar arch down)
DRY WEIGHT 9,700 kg
FUEL CAPACITY 818 l
WATER CAPACITY 526 l
PERFORMANCE (in litres per nautical mile) 3.13 l/nm @ 24 knots
CRUISING RANGE 249 nm at 24 knots with 20% reserve

RUNNING COSTS

MOORING £7,854
Annual marina mooring on the Hamble River (UK) downstream of Bursledon bridge (based on £650/metre)

ANNUAL FUEL BURN
50 hours cruising would consume 2,275 litres (based on 25 hours at 27 knots and 25 hours at 6 knots)

SURVEYOR'S REPORT

The Nord West range is relatively rare here in the UK but once you have been on board a good example, you cannot help but be impressed by the quality of build and level of detail. These boats were expensive in their day but you can see where the money has gone the minute you step aboard.

From a distance, it is a very traditional-looking flybridge boat but behind the scenes, the detail in engineering, design and finish is a pleasure to see.

Points to note when considering buying:

- With all foam-cored hulls, be especially aware of any previous repairs to the hull in case the core itself suffered water ingress. Careful moisture testing and hammer sounding will expose areas of concern.
- Check the teak decks for signs of degradation, wear and exposed plugs. If worn or scrubbed out, replacement costs would be substantial.
- Look carefully for stress crazing in radii along deck/superstructure and hull/deck joints, rise up from cockpit to side decks, main stringer and frame-moulded sections.
- Check for UV degradation and condensation damage of the timber beneath the windows.
- Check outdrives for service history, corrosion around transom shields, corrosion protection and seal integrity.
- Ensure engine service history is checked and verified – including heat exchanger cleaning. A thorough sea trial when surveying is vital, with extended run at maximum revs to ensure temperatures remain within specs.

A well-maintained example will be a reassuring and enjoyable boat that should survive the test of time.

Chris Olsen, Olsen Marine Surveying
Tel: +44 (0)7971 250105; www.olsenmarine.co.uk

PRICE £199,950 VAT paid

DATE: 2006
ENGINES: 2 x Volvo Penta D6 350hp
LYING: Southampton
CONTACT: www.approvedboats.com

PRICE €195,000 VAT paid

DATE: 2003
ENGINES: 2 x Volvo Penta D6 310hp
LYING: Croatia
CONTACT: www.inautia.com/selymaryachts

FIND ME A SECONDHAND...

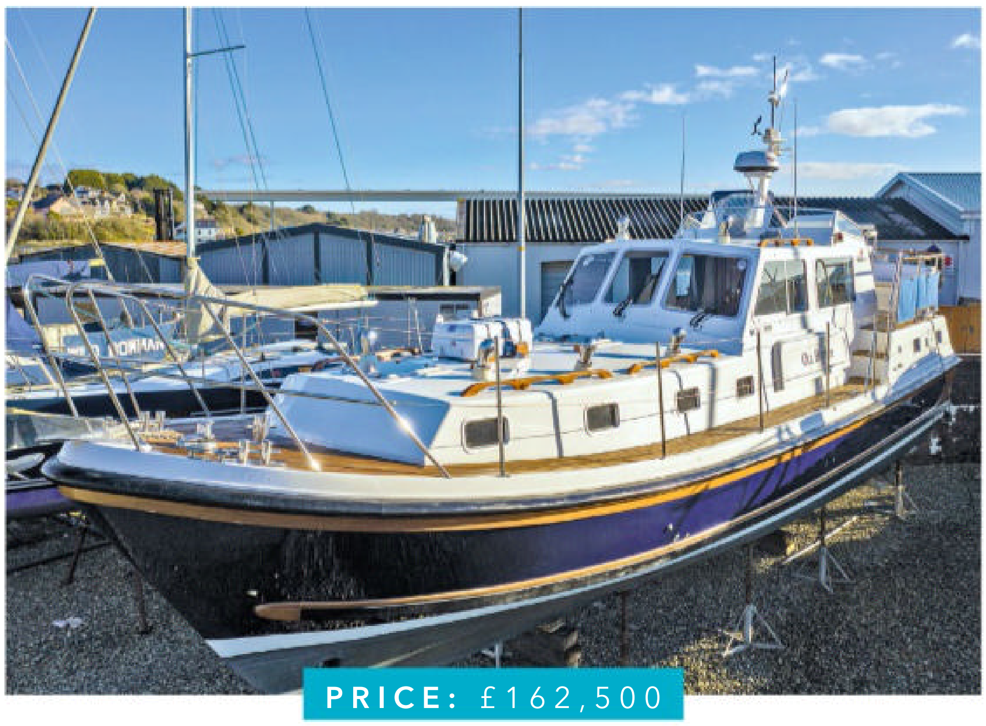
ALL-SEASON CRUISER

It's December. The days are short, commutes are in the dark and the shops are full of Christmas tat/cheer (delete as appropriate). The seas are winter choppy but down at the boatyard all is quiet. Winterised boats hibernate beneath tarpaulins, frost-guard heaters and dehumidifiers keeping the worst effects of the cold and damp at bay.

Boating, for the majority of us, is on hold for the foreseeable future, our expansive open cockpits and huge sunpads ill-suited to the chilly weather and turbulent seas of another long off-season.

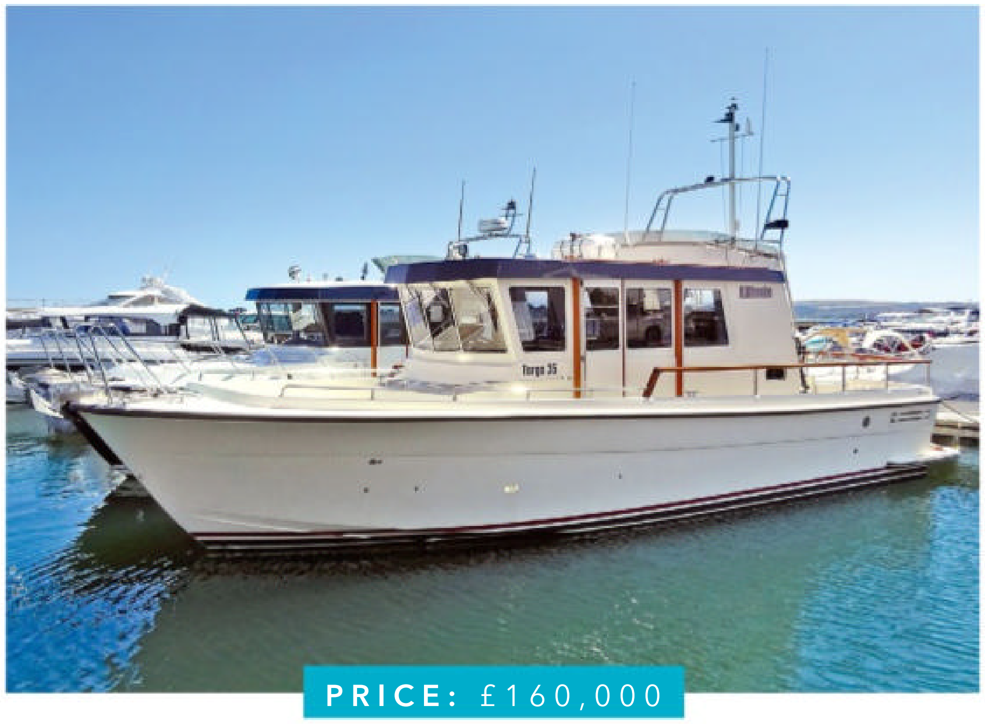
Most of us, but not all. Because there are boats that are perfectly suited to inclement weather and rough seas.

Boats that will allow you to confidently go boating all year round. Boats like these…



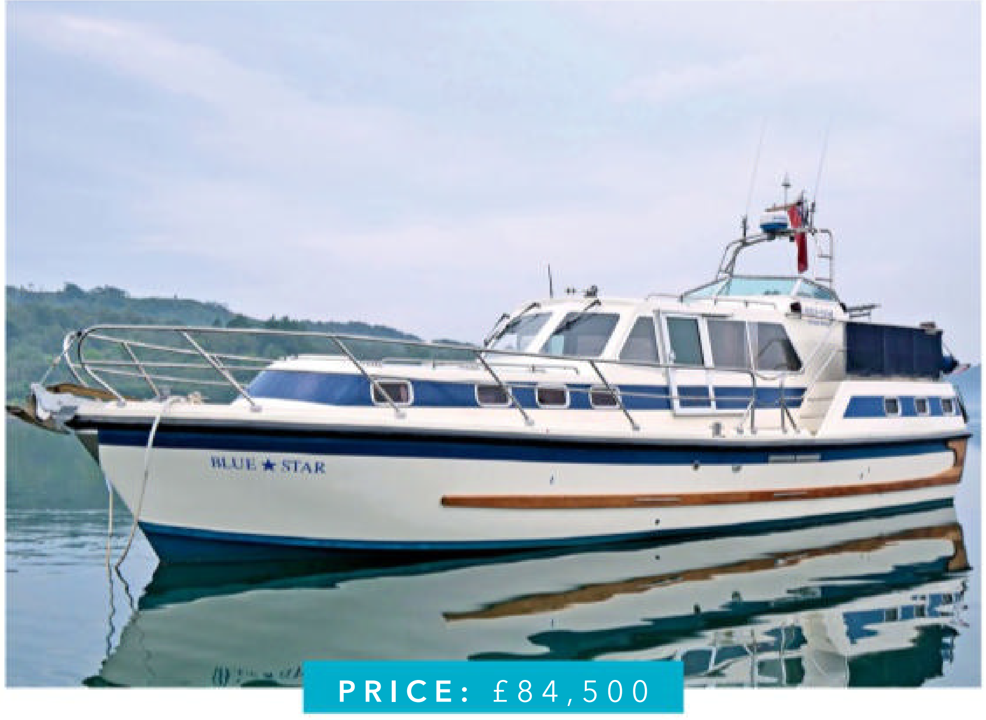
PRICE: £162,500

BOAT: Dale Nelson 38 **DATE:** 1999
LYING: Neyland
CONTACT: Dale Nelson www.dalenelson.co.uk



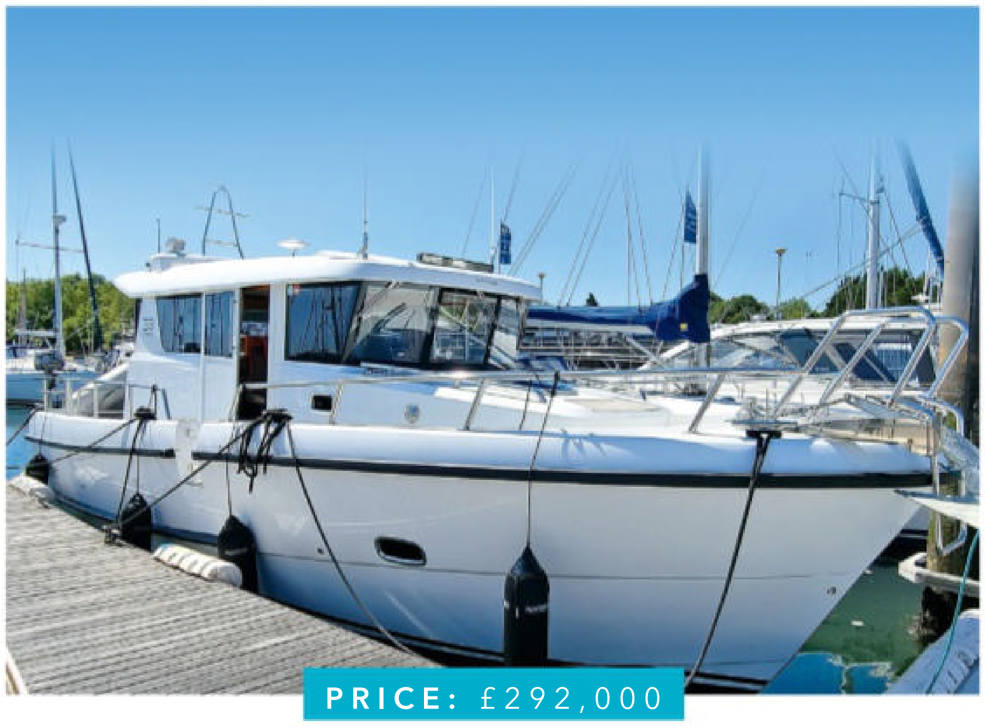
PRICE: £160,000

BOAT: Botnia Targa 35 **DATE:** 2003
LYING: Poole
CONTACT: Wessex Marine www.wessexmarine.co.uk



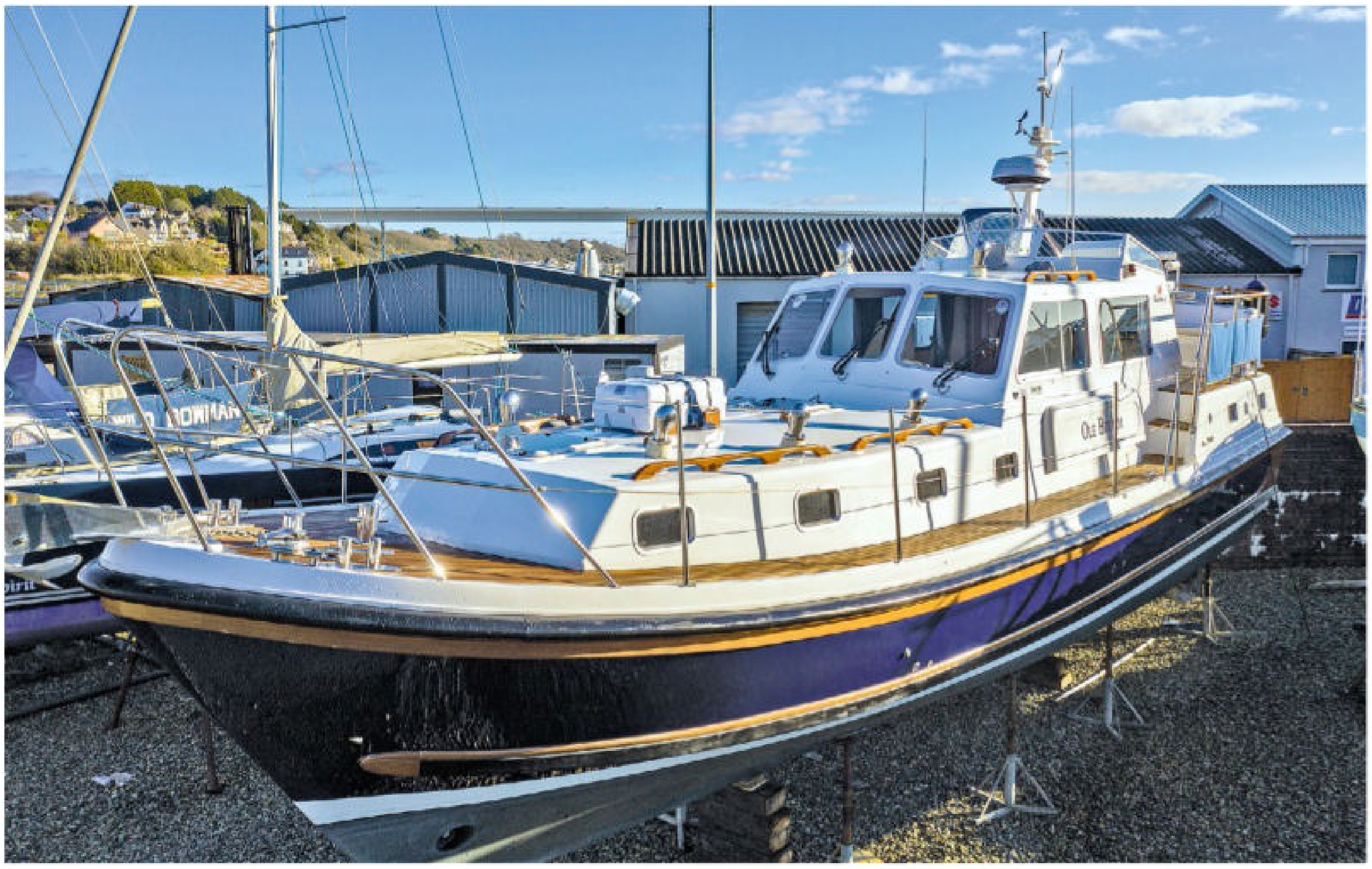
PRICE: £84,500

BOAT: Aquastar Ocean Ranger 38 **DATE:** 1991
LYING: Argyll
CONTACT: Mark Cameron Yachts www.mcyachts.co.uk



PRICE: £292,000

BOAT: Sargo 33 **DATE:** 2017
LYING: Southampton
CONTACT: Marco Marine www.marcomarine.co.uk



DALE NELSON 38

BUILT: **1999** PRICE: **£162,500 + VAT**

I had a fascinating conversation recently with the skipper of a pilot boat that runs pilots out of Belfast to the big ships heading into port, irrespective of weather. The boats they use are based on Nelson hulls, the same type of hull that underpins this Dale Nelson.

INTERIOR Normally when I speak to brokers for this feature, I get a quick chat and a few photos sent. For this boat I got a personal email from Dale Nelson director Mike Reynolds, with reams of detailed information about a boat they built over 20 years ago! The second aft cabin 38 constructed, it was built for a Norwegian customer who specified a dark-stained mahogany interior (ensuite owner's cabin aft, guest cabin forward, dinette opposite the galley on the lower deck and wheelhouse/saloon on the main deck). Mike tells me that oak or American cherry are more usual, with a couple of examples in teak.

EXTERIOR A classic 'pilot boat' profile, this boat has an almost commercial vibe to it. The mast folds to lower air draught to 3.25m for canals.

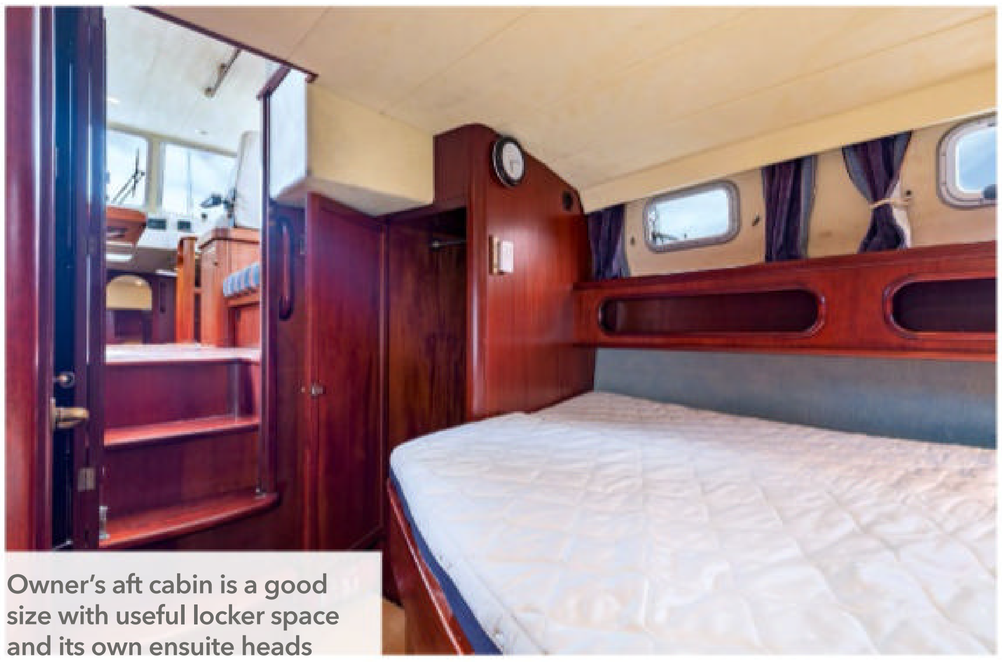
PERFORMANCE Twin Volvo Penta TAMD 63P engines are fitted. Expect about 26 knots flat out.

SEAKEEPING Mike again: "They perform exceptionally in large seas and I have been out in 49 knots of breeze on our way up to Ardfern in Scotland and then rather than punching large breaking head seas we just turned 60 degrees off and ran at 24 knots across the breaking waves to the lee of Ilsa. At speeds of 18-20 knots in these seas the boat rides virtually level across and up the face and across and down the back of the wave even if they are breaking waves. In following seas I always keep the speed up; if you are doing more than 18 knots then you are as fast as the waves and you can then drive down the face of the wave and up the back of the next one. In all the time that I have been on these boats – over 1,500nm on delivery or collection trips - there has never been any question about the handling."

Length: 39ft 9in (12.1m) **Beam:** 12ft 4in (3.7m) **Draught:** 4ft 0in (1.2m)
Displacement: 12 tonnes **Fuel capacity:** 1,363 litres
Engines: Twin Volvo Penta TAMD 63P 370hp diesels

FOR SALE: Dale Nelson www.dalenelson.co.uk

Dark-stained mahogany goes well with blue upholstered saloon on the main deck



Owner's aft cabin is a good size with useful locker space and its own ensuite heads

BOTNIA TARGA 35

BUILT: **2003** PRICE: **£160,000**

Sat right in the middle of Botnia's Targa nine-strong range of boats that span 23ft to 46ft, the Targa 35 epitomises all that is great about these boats. It's a model that originally launched in 1998, and remained conceptually unchanged until 2005 when Botnia introduced two significant improvements available as options; the '+' with extended transom (which adds 2ft to the hull length extending the waterline and engine bay plus a more attractive reverse sheer sloping transom) and the HiFly flybridge (which moved the original smaller flybridge from behind the wheelhouse up to the roof of the wheelhouse, giving significantly more space and seating). As ever though, while the concept remains intact, Botnia is always refining its models.

INTERIOR A walkaround boat, the Targa 35 wheelhouse/saloon is accessed via twin sliding doors either side of the internal helm. There's a small galley forward to port which is mostly a twin-burner hob and a sink, with the fridge beneath one of the helm seats. Further aft, a table slides down a pole to turn the L-shaped settee into a dinette. The lower deck layout is intriguing, split between an aft cabin with a single and double berth plus the heads, and a forecabin with two single berths.

EXTERIOR No slave to convention, the main cockpit area is actually forward of the wheelhouse, where a deep U-shaped seating area nestles into the bow. The aft deck lifts to provide engine access but also creates more outside social space, and finally there is a small flybridge built into the trailing edge of the wheelhouse roof. 2011-on boats had the option of a Comfort Fore Cabin which sacrificed the forward cockpit for a larger cabin.

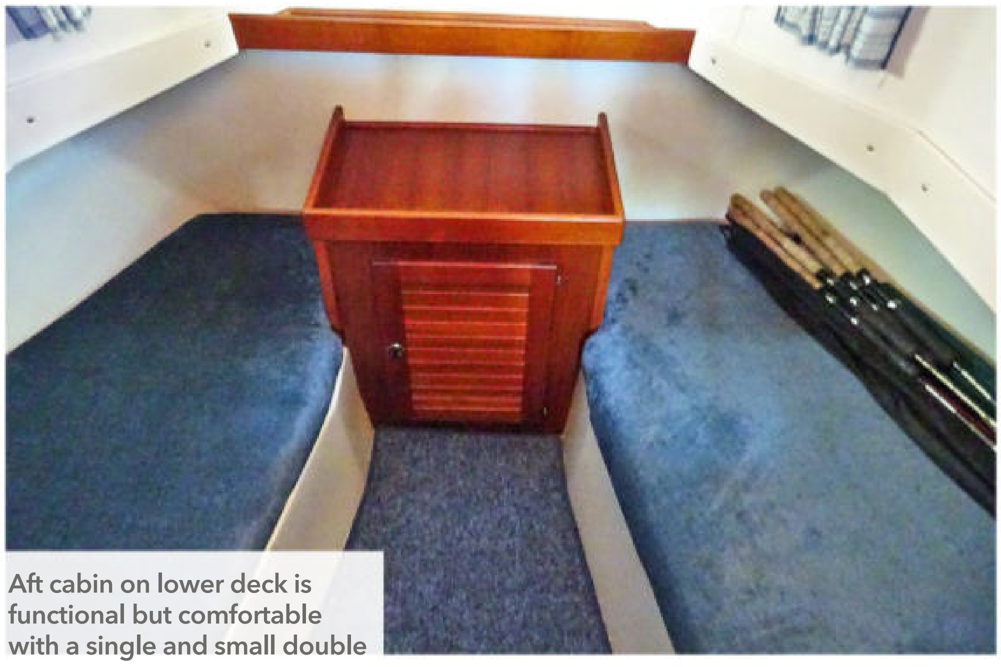
PERFORMANCE All twin Volvo Pentas, later boats got D6-350 or D6-370 engines with a few of the last getting D6-400s. Pre-2004 boats (like this one) got the venerable and well-proven KAD300 motors at 285hp each for a top speed of over 30 knots.

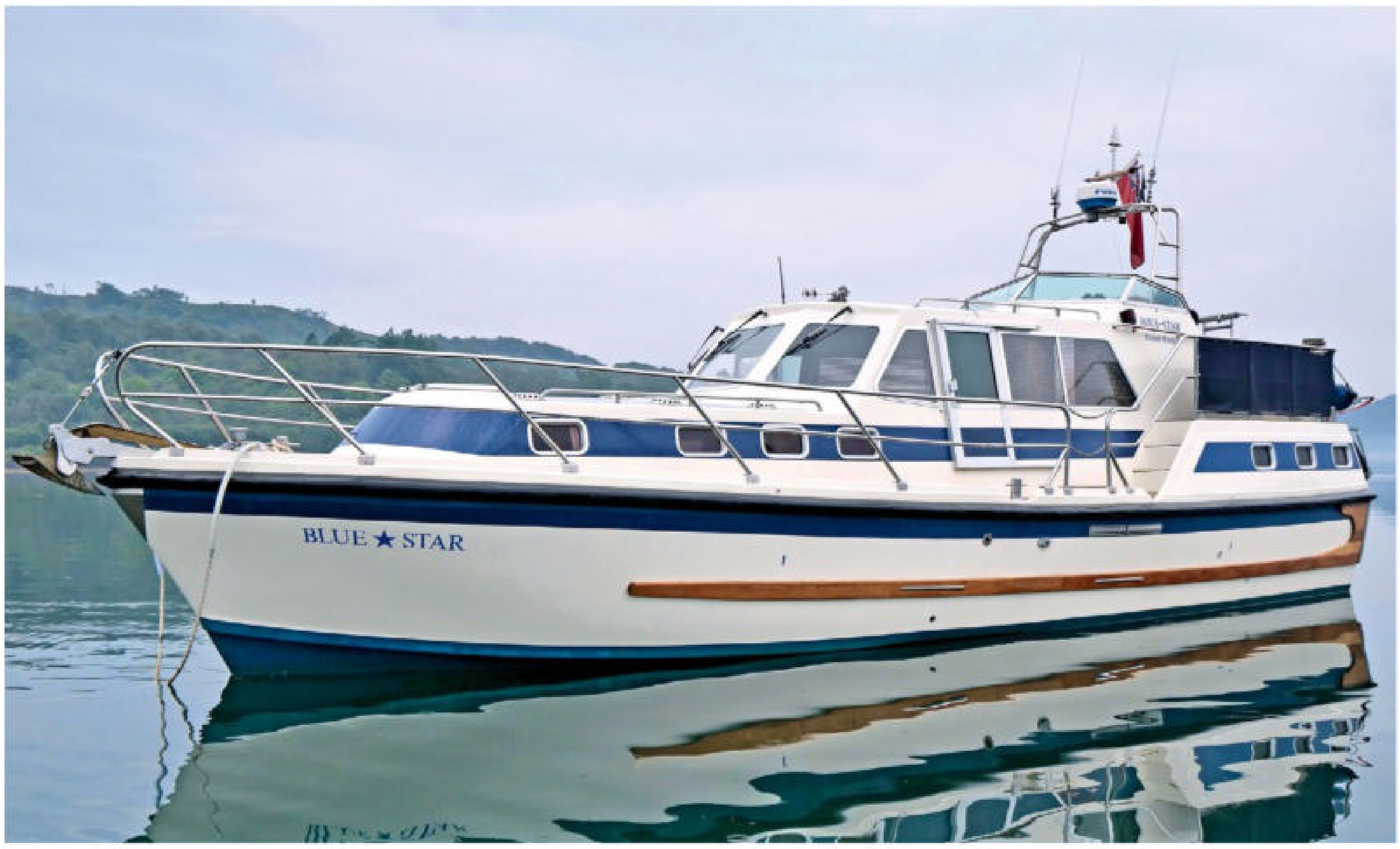
SEAKEEPING Fantastic! Built in Finland, the home of serious offshore boating, the Targa 35 is a proverbial hot knife through butter.

Length: 37ft 0in (11.3m) **Beam:** 11ft 5in (3.5m) **Draught:** 3ft 6in (1.1m)
Displacement: 7.8 tonnes **Fuel capacity:** 1,280 litres
Engines: Twin Volvo Penta KAD300 285hp diesel engines

FOR SALE: Wessex Marine www.wessexmarine.co.uk

Combined wheelhouse and saloon is accessed by sliding doors either side of the helm


Aft cabin on lower deck is functional but comfortable with a single and small double



AQUASTAR 38

BUILT: **1991** PRICE: **£84,500**

Aquastar dates back to the late 1960s, but it wasn't until the 1980s that the Guernsey-based builder of rock solid offshore boats decided to combine its two models, a 33ft leisure boat and a 38ft pilot boat. Combining the luxury of the former with the size of the latter, the Aquastar Ocean Ranger 38 was born in 1981. Three versions were available, the aft cabin you see here plus an aft cockpit and a flybridge model. Over 300 were built in total.

INTERIOR Very similar to the Dale Nelson 38 in both size and concept, the accommodation of the aft cabin Aquastar is spread across the full length of the boat. Owners enjoy the ensuite aft cabin with its central island bed (offset in the Dale Nelson, although a central bed was an option). Head forward and you'll step up to the saloon and helm station on the main deck before dropping down to the galley, dinette, day heads and forward cabin (with vee berths that infill to create a double).

EXTERIOR You lose the aft cockpit to gain an aft cabin, but the exterior space is still there in the form of a raised deck above it. Aquastar took advantage of this area to install an exterior helm position, rather than adding a flybridge. You lose a little space but gain a little weather protection and reduce the height of the boat this way.

PERFORMANCE Aquastar offered a huge range of engines, all twin installations, ranging from 158hp to 350hp from a variety of manufacturers including Volvo, Caterpillar, Perkins Sabre and Yanmar. Two Thornycroft HINO W06 DTI marine diesel engines sit below the saloon floor of this example. These 6-cylinder, turbocharged lumps were originally built for Toyota's commercial division. They produce 250hp each for a top speed in the low to mid-20-knot range.

SEAKEEPING We tested one in 1984, concluding that, "the bow has a great combination of cutting power and buoyancy.

"Combine this with the directional stability created by the keel and you have a boat that shows no tendency to broach in following seas".

Length: 38ft 0in (11.7m) **Beam:** 12ft 7in (3.8m) **Draught:** 3ft 6in (1.1m)
Displacement: 8.5 tonnes **Fuel capacity:** 1,362 litres
Engines: Twin Thornycroft HINO W06 DTI 250hp diesels

FOR SALE: Mark Cameron Yachts www.mcyachts.co.uk

Drop down from the main deck into the cosy dinette with adjacent galley and day heads

Good size ensuite aft cabin with central island bed has lots of storage space and is well lit

SARGO 33

BUILT: **2017** PRICE: **£292,000**

A family business that dates back to the late 1960s, Edy Sarin began building wooden interiors for Swann sailing boats before moving on to GRP sailing dinghies. Larger sail boats followed, and the first motorboat, the Minor 700, launched in 1978. A compact wheelhouse motorboat, it set the template that is still followed by the business today, now run by son Thomas Sarin. The Sargo 33 was launched to the public in 2016 at the Helsinki Boat Show, bridging the gap between the Sargo 31 and the Sargo 36.

INTERIOR Maybe it's a link to the company's formative days building Swann interiors, but the inside of every Sargo boat is a very nice place to be. Like the Botnia, it's a walkaround layout with sliding doors either side of the wheelhouse, but the Sargo 33 adds the option of a rear door straight out onto the aft deck, something this boat has. The main sleeping accommodation is forward, with a vee berth forecabin and the heads ahead of the wheelhouse. But lift a section of the saloon seating and you'll discover another small but perfectly functional cabin for two more. There is an option of a second tiny heads for this cabin, again something this boat has.

EXTERIOR No external helm position was offered on the Sargo, instead the boat gets a huge sliding roof section (it's a manual operation, less sophisticated than a power roof but also far less complex). Add the three opening doors and it makes a pretty good fist of bringing the outside in.

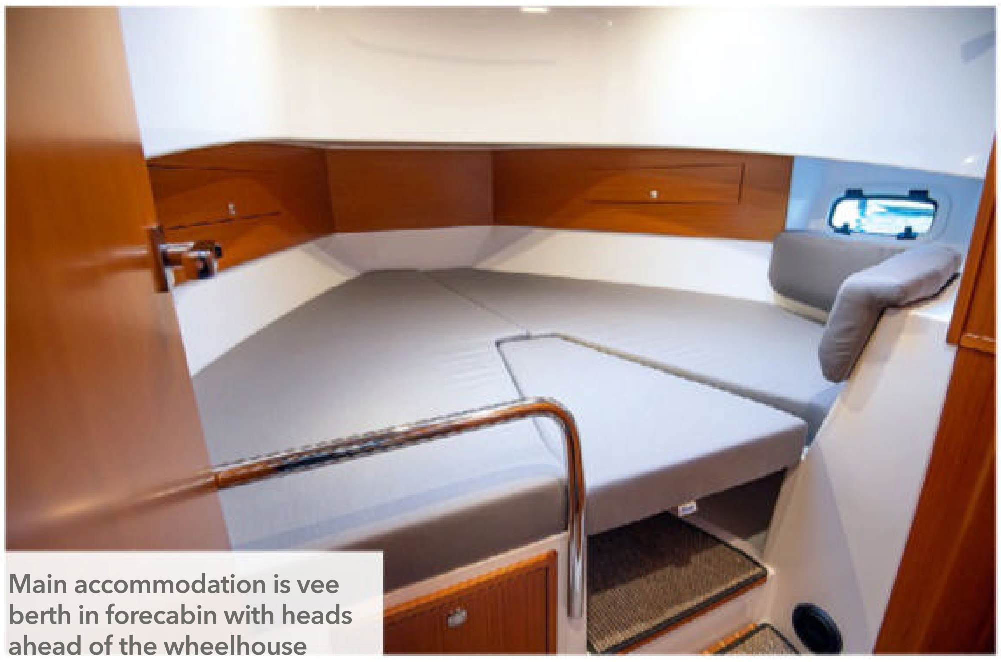
PERFORMANCE Available with single or twin engines, the single option is a Volvo Penta D6 unit in 370hp or 400hp guise. However, the vast majority were specified with twin engines, the D4-300 motors fitted to this boat being a popular option, offering speeds of up to low to mid 30 knots and a mid 20-knot cruise.

SEAKEEPING Another Finnish boat from which you can expect good seakeeping. I spoke to an owner who'd happily taken his across Lyme Bay in a Force 7.

Length: 36ft 2in (11.0m) **Beam:** 11ft 4in (3.5m) **Draught:** 3ft 7in (1.1m)
Displacement: 7 tonnes **Fuel capacity:** 800 litres
Engines: Twin Volvo Penta D4-300 300hp diesels

FOR SALE: Marco Marine www.marcomarine.co.uk

Compact layout of dinette and galley with extra option of a rear door opening to aft deck



Main accommodation is vee berth in forecabin with heads ahead of the wheelhouse

PRINCESS BROKERAGE INTERNATIONAL. TAKING YOUR YACHT TO THE WORLD.

PRINCESS S78 2019

£3,195,000 EU TAX PAID
BARCELONA, SPAIN
PB2030

PRINCESS S78 2019

£3,799,000 EU TAX PAID
MALLORCA, SPAIN
PB2041

PRINCESS Y72 2021

€3,450,000 EX TAX
MALLORCA, SPAIN
PB2029

PRINCESS F70 2019

£2,375,000 EU TAX PAID
PUERTO BANUS, SPAIN
PB2053

PRINCESS 64 2013

€1,250,000 EU TAX PAID
PUERTO PORTALS, SPAIN
PB2047

PRINCESS S62 2019/20

£1,750,000 EU TAX PAID
MALLORCA, SPAIN
PB1997

PRINCESS V65 2018

£1,950,000 EU TAX PAID
ALICANTE, SPAIN
PB2011

PRINCESS V62 2012

€875,000 EU TAX PAID
MALLORCA, SPAIN
PB2048

PRINCESS V57 2013

€989,000 EU TAX PAID
CAP D'ANTIBES, FRANCE
PB2014

At Princess Brokerage International, our expert team is on hand to give your yacht sale a truly global reach. As the world's largest broker of Princess yachts, our European and international offices have an unsurpassed reputation, taking care of the whole process for you to ensure a quick and efficient sale.

PRINCESS V55 2021

€2,100,000 EU TAX PAID
IBIZA, SPAIN
PB1995

PRINCESS V52 2013

£595,000 EU TAX PAID
MURTER, CROATIA
PB2044

PRINCESS V48 2016

£599,950 UK TAX PAID
SOUTHAMPTON, UK
PB1975

PRINCESS 43 2018

£575,000 UK TAX PAID
SWANWICK, UK
PB1996

PRINCESS V50 2020/21

PRINCESS APPROVED

£899,000 UK TAX PAID
SWANWICK, UK
PA0784

PRINCESS R35 2019

PRINCESS APPROVED

£450,000 EU TAX PAID
MALLORCA, SPAIN
PA0783

boot Düsseldorf

Get ready for Boot Dusseldorf 2023. Whether you're buying or selling, why not visit our brokerage stand to see our extensive listings, and get some expert advice?

Find out more or make an appointment by emailing **brokerage@princess.co.uk** or call **+44 1489 557755**

Contact: +44 1489 557755
brokerage@princess.co.uk
princessbrokerageinternational.com

PRINCESS
BROKERAGE INTERNATIONAL

A LUXURY MOTOR
YACHT BROKERAGE FOR
THE 21ST CENTURY

Southampton // Plymouth // Germany // Marbella // Mallorca // Ibiza
W argoyachting.com // **E** info@argoyachting.com // **T** +44 1489 885656

PRESTIGE 500 // 360°
2017 // £750,000 EU TAX PAID
MALLORCA, SPAIN // AY2024

SUNSEEKER PORTOFINO 53 // 360°
2005/6 // €269,000 EU TAX PAID
MALLORCA, SPAIN // AY1941

FAIRLINE TARGA 50GT // 360°
2012 // £549,950 EU TAX PAID
SAINT JEAN CAP FERRAT, FRANCE // AY2031

FAIRLINE TARGA 48 //
2018 // £769,000 UK TAX PAID
SWANWICK, UK // AY2042

RIVIERA MARINE 47 G2 // 360°
2006 // €489,000 EX TAX
PUERTO PORTALS, MALLORCA // AY2037

FJORD 40 OPEN //
2008 // €290,000 EU TAX PAID
PUERTO PORTALS, MALLORCA // AY2045

LIST YOUR YACHT WITH US TODAY - BUYERS WAITING

Our unique buyer package will help sell your boat and add value:

- Inclusive technical orientation
- Professional photography, broker walk-throughs and virtual tours
- Access to the Princess Motor Yacht Sales network – the largest distributor of Princess yachts worldwide
- End-to-end service throughout yacht ownership with access to aftercare and retrofit
- Part exchange available
- Extensive online and print media advertising
- Extended service packs available

Whether you're buying or selling, Argo Yachting offers the complete service for the most discerning and demanding market.

All our buyers can enjoy the highest standards of aftercare with as much expert support as you need from our experienced team.

If you're selling your yacht, whatever the brand, we are on hand to take care of every aspect of the process, providing maximum marketing exposure across the globe.

ARGO
YACHTING

WINDY 35 MISTRAL //
2000/01 // €99,995 EU TAX PAID
NEUSTADT, GERMANY // AY1962

FATBOY HPY830 RIB //
2020 // €98,000 EU TAX PAID
MALLORCA, SPAIN // AY1951

GRAUNNER 27 OFFSHORE //
2009 // €117,000 EU TAX PAID
IBIZA, SPAIN // AY2036

RAND 27 SUPREME //
2020 // €195,000 EU TAX PAID
MALLORCA, SPAIN // AY1971

CHRIS-CRAFT CATALINA 34 //
2018 // £349,000 EU TAX PAID
MENORCA, SPAIN // AY2012

CHRIS-CRAFT LAUNCH 27 //
2017 // £139,950 EU TAX PAID
MALLORCA, SPAIN // AY2039

CHRIS-CRAFT ROAMER 36 //
2017 // €155,000 EU TAX PAID
MALLORCA, SPAIN // AY2040

360°

CHRIS-CRAFT CORSAIR 34 //
2019 // £299,000 UK TAX PAID
FALMOUTH, UK // AY2009

SAXDOR 200 SPORT (4 SEAT) //
2021 // €42,500 EU TAX PAID
NEUSTADT, GERMANY // AY1943

To make an appointment call us on **+44 1489 885656** or **email info@argoyachting.com**

Official distributor for Chris-Craft UK / BALEARICS · SAXDOR YACHTS · PARDO YACHTS

BERTHON

www.berthoninternational.com

INTERNATIONAL YACHT BROKERS

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

Mandelieu La Napoule France
0033 (0)4 93 63 66 80
brokers@berthonfrance.fr

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

Rhode Island USA
001 401 846 8404
sales@berthonusa.com

Penn-Jersey Commuter Motor-Yacht

£599,000
South Coast, UK

This jewel with fascinating history has been sympathetically restored and improved to her current glistening state by a highly experienced Yachtsman. Built in Maine, US - 1932, she sports brand new Nanni N4.140 diesels, new air-conditioning, Northern Lights generator, holding tanks, etc. A truly special motor-yacht, absolutely must be seen.

Seaward 35'

£250,000
South Coast, UK

NEW LISTING
SISTERSHIP

The Seaward 35 – FEARLESS originally designed for long-term live aboard cruising. The 35 broke the mould for all weather passage making with a hugely successful build program. The Seaward 35 is versatile with plenty of accommodation, and fantastic manners through the water.

Windy 27' Solano

£159,950
South Coast, UK

PRICE REDUCTION

This Solano is a mini rocket-ship – powered by Volvo's D4-300HP diesel, she will sprint to 40 knots in complete comfort. Air-berthed, with driveline warranty to 2024.

Windy 31' Tornado

£64,995
Berthon, Lymington UK

An fabulous year 2000 build Tornado. Twin KAD44/260s – circa 930 hrs and still achieving incredible performance. She has a great spec and fresh service on both outdrives and engines.

Windy 31' Zonda

£199,999
Berthon, Lymington UK

PRICE REDUCTION

2014 Windy 31 Zonda with awesome deep-vee Hans J Johnsen hull and low hours on twin D3-220s. Many extras included and the famous Windy build and ride as standard!

Swordsman 30'

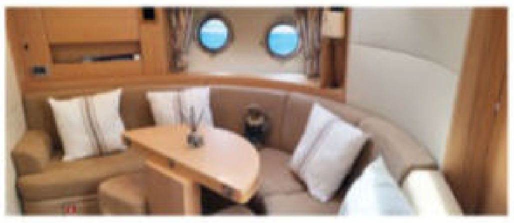
£134,950
South coast, UK

NEW LISTING

Revelation the Swordsman 30 is now available for purchase. She is a single jet propulsion, powered by the Iveco 400 series which pushes 440hp. Revelation is not missed.

Windy 48' Triton

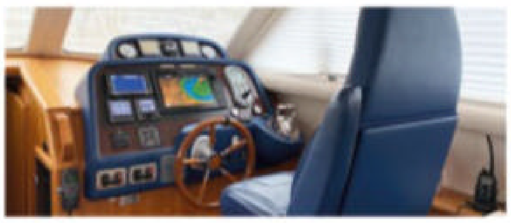
£549,000
Guernsey, Channel Islands

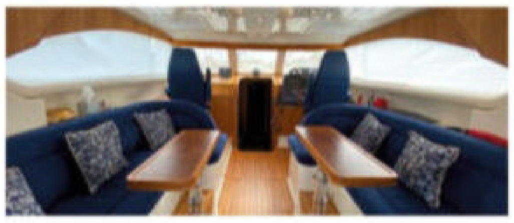


Exceptional 2009 Triton on 2021 Volvo D6-440/DPI outdrive/engines (hours) with vast spec to include joystick, DPS, bow and stern thrusters, teak, oak interior with cream leather. Super-rare - 100% sorted!

Oyster LD43'

£259,000
Lymington, UK





2006 build Oyster LD43, Ham-Jet 292 drive from Yanmar 480hp diesel engines, for optimum manoeuvrability, with Blue Arrow Mouse control. Huge spec. for extended cruising: Raymarine plotter, autopilot, radar, AIS, generator, air-co, heating, fuel polishers, solar panels for charging and a stunning teak interior. Stunning example.

BERTHON

INTERNATIONAL YACHT BROKERS

www.berthoninternational.com

Lymington **UK**
0044 (0)1590 679 222
brokers@berthon.co.uk

Mandelieu La Napoule **France**
0033 (0)4 93 63 66 80
brokers@berthonfrance.fr

Henån **Scandinavia**
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca **Spain**
0034 639 701 234
brokers@berthonspain.com

Rhode Island **USA**
001 401 846 8404
sales@berthonusa.com

IGUANA X-100

£280,000
Berthon, Lymington UK

If you are looking for the ultimate amphibian with unmatched ability, then look no further. Carbon/GRP deep-vee hull powered by twin Mercury V8 300 PRO XS outboards for near 45 knots, this lightly-used 2020 Iguana X100 is available for immediate handover.

SUPERMARINE SPEARFISH 32'

£334,950 + VAT
South Coast, UK

A true legend, with exceptional pedigree. This 2021-build ex demonstrator bristles with kit: air-co., joystick, Skyhook, twin Mercury TDI V8s for 46 knots, glass screen nav., Lumishore, etc. Totally, totally mega in every way – truly the best boat I have ever driven. Fast!

SABRE 36' SEDAN FLYBRIDGE

£249,995
Berthon, Lymington UK

PRICE REDUCTION

Super-impressive Sabre 36-powered twin Yanmar 370hp engines, having only covered 259 hours. She is a 1 cabin, 1 head layout, thorough service history and presented in exceptional order throughout.

TRIQUAL 65'

£394,950
Berthon, Lymington UK

2002 full-steel, full displacement Triqual 65 built by Zjilmans Jachtbouw to a very high standard, with 10mm keel and 6mm underwater. Sympathetically refitted in 2014 and maintained to a very high standard.

NIMBUS T9

£198,950
South Coast UK

Delivered 2021, with 20 hours on her twin Mercury V6 225hp Cold Fusion outboards, this two-berth T9 is awesome. Fitted with the optional wet-bar, Webasto cabin heating, she is a true chameleon.

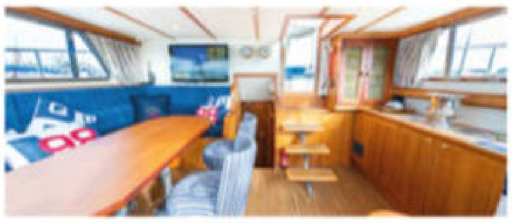
FAIREY SUPER SWORDSMAN 33'

£90,000
South Coast, UK

The chance to own a sorted aft cabin Super Swordsman. Built 1974 as Number 54, restored to Concours condition and comprehensively updated during this Ownership.

CARA MARINE 18M

£394,950
Berthon, Lymington, UK

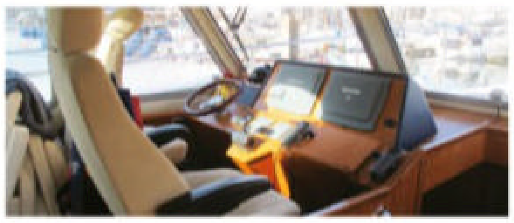


Super-impressive jet-driven Cara 18M. Built 2004, with only 370 hrs on twin CAT C-12s driving HJ362 jets. Three cabins/two head layout, with full-beam galley, bowthruster, Air-co., superb wheelhouse, recent nav., thorough service history and presented in exceptional order throughout.

HARDY 50'

£525,000
Berthon, Lymington, UK

NEW LISTING
Pasiphaë



Completed in 2008, this is the last Hardy 50 built, with upgraded MAN R6-800HP diesels, she has a vast spec. to include hydronic heating, Raymarine navigational suite, teak decks, hydraulic bowthruster, satellite TV, RIB and a whole load more. In beautiful condition. She has cruised very successfully to date and seeks new adventures.

LE CAYLA

Sunseeker Preadtor 60 Evo | 2021 | £1,595,000 Tax Paid

Gary Cleaverly | *gary@sunseekerlondon.com | +44 (0)7778 878886*

ZIGZAG

Sunseeker Predator 60 EVO | 2021 | £1,595,000 Tax Paid

James Lumley | *james.lumley@sunseekersouthampton.com | +44 (0)7747 686 587*

VISTA ANDRADE III

Sunseeker Manhattan 52 | 2017 | €1,199,000 Tax Paid

David Jones | *david.jones@sunseekerpoole.com | +44 7747 694 104*

LA JARAT

Sunseeker Predator 57 | 2020 | £1,250,000 Ex. Tax

Martyn Skelton | *martyn@sunseekerandalucia.com | +34 6767 55921*

OXYGEN

Sunseeker Portofino 48 | 2012 | £449,950 Tax Paid

James Lumley | *james.lumley@sunseekersouthampton.com | +44 (0)7747 686 587*

CHARMING ANARCHIST

Sunseeker Predator 50 | 2019 | £895,000 Tax Paid

William Burns | *william@sunseekerlondon.com | +44 (0)7776 233459*

A world leader in yacht brokerage, with over 40 offices worldwide
UK | France | Monaco | Italy | Spain | Portugal | Germany | Malta | Morocco | Tunisia
Croatia | Montenegro | Greece | Cyprus | Turkey | Egypt | Switzerland | Poland | Bulgaria

SODA ASH V
Sunseeker Manhattan 66 | 2018 | £1,899,950 Tax Paid

Alex Head
alex@sunseekerlondon.com | +44 (0) 7900 362 417

TEAMMA
Sunseeker Portofino 48 | 2012 | £ 519,000 Tax Paid
Alex Montane | alex@sunseeker.mc | +33 609 535 070

CHICCA
Sunseeker Manhattan 65 | 2015 | €1,490,000 Tax Paid
Maurizio Ravera | maurizio@sunseeker-italy.com | +39 366 144 0325

Sunseeker
Brokerage

Buy with confidence.
sunseekerbrokerage.com | info@sunseekerbrokerage.com

DISCOVER YOUR NEW YACHT

SEE YOU IN HALL 6 AT BOOT DÜSSELDORF 21-29 JANUARY 2023

We're proud to bring you this selection of beautiful yachts from the UK and Balearics. Call today and be on board your new-to-you yacht ready for next season.

SQUADRON 65 (2017)

£1,495,000 (VAT PAID)

Full Mediterranean spec. One owner from new. Hard top, Seakeeper gyro, passarelle, hydraulic platform, watermaker, yacht controller, four cabins plus crew cabin. Laying: Mallorca.

Dealer: Fairline Mallorca North

SQUADRON 53 (2018)

£899,000 (VAT PAID)

Four-cabin galley-up layout loaded with a full Mediterranean specification. A one-owner boat and well looked after, we sold this boat to her current owner. Powered by Volvo D11 725 with a top speed of 32 knots. Laying: Southampton, UK.

Dealer: Fairline Southampton

SQUADRON 68 (2020)

£2,500,000 (VAT PAID)

One owner boat, powered by CAT C18 1150HP engines, has been professionally run and maintained to a very high standard. Huge spec and in excellent condition. Her berth is available to a new owner. Laying Swanwick, UK.

Dealer: Fairline Southampton

F//LINE 33 (2021)

£415,835 (EX VAT)

Ex-demonstrator powered by twin Volvo 430 hp V8 petrol engines. Finished in a light grey gelcoat with contrasting Cobre upholstery, a full specification boat with 50-knot plus performance. Laying: Southampton, UK.

Dealer: Fairline Southampton

TARGA 45 GT (2022)

£849,950 (VAT PAID)

Twin Volvo-Penta IPS-650 D6 (480hp) diesel engines - just 85 hours' use. Onan 7 kW generator. Emergency battery coupling system. Fixed cockpit GRP table. Full balance of manufacturer's warranty. Laying: Essex, UK.

Dealer: Fairline East Coast

FAIRLINE

fairline.com/pre-owned/

FAIRLINE EAST COAST
01702 258885
east.coast@fairline.com

FAIRLINE SOUTHAMPTON
01489 576888
southampton@fairline.com

FAIRLINE CALA D'OR
+34 617 111 111
calador@fairline.com

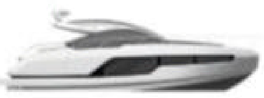
FAIRLINE CHERTSEY
01932 571141
chertsey@fairline.com

THE MODEL RANGE

ON DISPLAY AT BOOT DÜSSELDORF 2023

F//LINE 33

F//LINE 33 OUTBOARD



TARGA 40
NEW for 2023

TARGA 45 OPEN

TARGA 45 GT

TARGA 50 OPEN

TARGA 38 (2011)

£229,950 (VAT PAID)

Twin Volvo D4-300 EVC-D diesel engines (531 hours). Benefits from just having both engines serviced. A great specification including Garmin GPS 4010 and GM18 HD radar, bow thruster, 7KVA generator. Laying: Essex, UK.

Dealer: Fairline East Coast

PHANTOM 50 (2006)

£342,750 (VAT PAID)

Volvo D12 engines. Great storage and accommodation. A large inventory including hydraulic passerelle, air conditioning, Onan generator, bow thruster, bimini top, grand tender and more. Expertly maintained. Laying: Mallorca.

Dealer: Fairline Mallorca South

SQUADRON 50 (2013)

£599,950 (VAT PAID)

Full Med specification. Twin Volvo Penta D11 – 670hp EVC E. Spec includes hydraulic passerelle, upgraded generator, reversed cycle a/c, auto tender launch system, Garmin navigation equipment. Laying: Cala d'Or, Mallorca.

Dealer: Fairline Cala d'Or

TARGA 50 OPEN (2021)

£999,000 (EU VAT PAID)

Volvo IPS 700 engines, joystick and bow thruster. Mediterranean spec including air conditioning, Onan generator, hydraulic passerelle, Volvo DPS, Hi/lo platform, tender garage, Williams 285 TurboJet and more. Laying: Mallorca.

Dealer: Fairline Mallorca South

TARGA 62GT (2013)

£749,950 (VAT PAID)

Twin Volvo Penta D13-900. Only 404 engine hours. Spec includes electric opening/closing GRP hard top, Onan 17.5 kW generator, reverse cycle a/c, tender garage with remote control and Seadoo Spark jet ski. Laying: Cala d'Or, Mallorca.

Dealer: Fairline Cala d'Or

SQUADRON 42 (2011)

£329,995 (VAT PAID)

Full Mediterranean specification, including air con and generator, Williams 285 TurboJet tender, new flybridge upholstery. Laying: Menorca.

Dealer: Fairline Menorca

PRINCESS V58 DECK (2016)

£899,950 (EX VAT)

Twin Volvo Penta D13 900 engines with only 246 hours. Two owners from new. Many options including hi/lo bathing platform, hydraulic passerelle, crew cabin, washer dryer, bow & stern variable thrusters, full navigation, reversed cycle aircon. Laying: Essex, UK.

Dealer: Fairline East Coast

PHANTOM 50 (2006)

£294,950 (VAT PAID)

Twin Volvo D12 715 diesel engines (1110 hours). Specification and upgrades include Raymarine 120 plotter, Raymarine VHF, Raymarine radar, Raymarine speed and depth, stern thruster, 17.5KVA generator. 3 month engine warranty. Part-exchange option. Laying: Essex, UK.

Dealer: Fairline East Coast

TARGA 45 GT (2022)

£895,000 (VAT PAID)

Twin IPS 650 D6-480 diesel engines. Great spec including generator, bow thruster, Williams 280 mini jet and powered hydraulic bathing platform. Available now. Laying: Eastbourne, UK.

Dealer: Fairline Southampton

FAIRLINE CHANNEL ISLANDS
01534 737537
channel-islands@fairline.com

FAIRLINE IBIZA
+34 971 331 986
ibiza@fairline.com

FAIRLINE MALLORCA NORTH
+34 669 700 800
mallorca.north@fairline.com

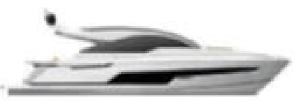
FAIRLINE MENORCA
+34 971 355 101
menorca@fairline.com

FAIRLINE MALLORCA SOUTH
+34 971 676 604
mallorca.south@fairline.com

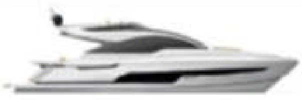
FAIRLINE SOUTH WEST
01803 200009
south.west@fairline.com

FAIRLINE POOLE HARBOUR
01202 707222
poole.harbour@fairline.com

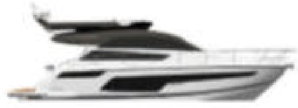
TARGA 50 GT



TARGA 65 GT
NEW for 2023

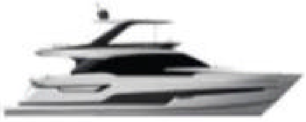


PHANTOM 65
NEW for 2022



SQUADRON 50

SQUADRON 58
NEW for 2023



SQUADRON 68
NEW for 2022

BATES WHARF
marine sales Ltd

FOR FULL LISTINGS VISIT WWW.BATESWHARF. CO.UK
FOR NEW AND USED BOATS

FAIRLINE SQUADRON 53

Join Us... COME & MEET THE BATES WHARF TEAM AT THE FOLLOWING BOAT SHOWS:

JOIN BATES WHARF ON THE FAIRLINE STAND AT THE DÜSSELDORF BOAT SHOW 21ST - 29TH JANUARY 2023 PLEASE CALL 01932571141 FOR MORE INFORMATION

boot Düsseldorf

NOW REDUCED

FAIRLINE SQUADRON 53 2018
£899,950 SOUTHAMPTON

RAND MANA 23 ELECTRIC 2021
£64,950 CHERTSEY

TRADER 50 1992
£169,950 EASTBOURNE

NOW REDUCED

WINDY 37 2020
£479,995 SOUTHAMPTON

FAIRLINE TARGA 40 2005
£159,950 EASTBOURNE

FAIRLINE TARGA 45 GT 2022
£895,000 EASTBOURNE

FAIRLINE SQUADRON 68 2020
£2,500,000 SOUTHAMPTON

SEALINE F44 1999
£145,000 EASTBOURNE

FAIRLINE TARGA 45 GT 2022
£899,995 SOUTHAMPTON

JEANNEAU LEADER 36 2015
£199,950 SOUTHAMPTON

BAYLINER BENETEAU FAIRLINE sessa marine BRIG sacs RAND BRITISH MARINE BOAT RETAILERS & BROKERS

SHOWROOMS

CHERTSEY
KT16 8LG **01932 571141**

POOLE
BH15 4AF **01202 679421**

EASTBOURNE
BN23 5QF **01323 470066**

SOUTHAMPTON
SO31 7EB **01489 576888**

2020 Princess S66
£ 1,999,950 ex VAT
Southampton, United Kingdom
EB5173

2016 Princess V58 Deck
£ 899,950 VAT inc
Essex Marina, United Kingdom
ES4064

2022 Fairline Squadron 50
£ 899,950 VAT ex
Essex Marina, United Kingdom
ES4063

2022 Fairline Targa 45 GT
£ 849,950 VAT paid
Boats.co.uk, Cala d'Or, Mallorca
ES4061

2018 Princess F49 (SETAG)
£ 849,950 VAT paid
Boats.co.uk HQ, Essex Marina
ES4049

2009 Fairline Squadron 58
£ 494,950 VAT paid
Boats.co.uk HQ, Essex Marina
EB5049

2022 Parker 850 Voyager
£ 154,950 VAT inc
Boats.co.uk HQ, Essex Marina
ENPA34

2017 Bavaria S30
£ 119,950 VAT inc
Boats.co.uk HQ, Essex Marina
ES4033

2022 Sea Ray 190 SPXE
£ 64,950 VAT inc
Boats.co.uk HQ, Essex Marina
ENS007

E&OE

2009 Four Winns V288
£ 59,950 VAT paid
Boats.co.uk HQ, Essex Marina
ES4015

WILLIAMS
WILLIAMS

2023 Williams Sportjet 345
£ 47,068 VAT inc
Essex Marina, United Kingdom
EWW31301

SX-R
Kawasaki
JET SKI

2022 Kawasaki SXR stand up jet ski
£ 11,396 VAT inc
Essex Marina, United Kingdom
ENK200

HQ: **01702 258 885**
Cala d'Or: **+34 971 643 353**

Open **7 days** a week.
Email: **info@boats.co.uk**

200 BOATS ON SITE AT OUR ESSEX HQ!

Boats.co.uk
We buy. We sell. ***We are.***

VISIT FAIRLINE YACHTS AT DÜSSELDORF BOAT SHOW 21-29 JAN 2023

1000s more boats available online

approvedboats.com

APPROVED BOATS

Hamble SO31 4NB 0333 666 0006 Ocean Village SO14 3TG 023 8045 6544 Scotland PA15 2UT 01475 322 122

2022 Galeon 400 FLY

2 x Volvo Penta D6 440hp, 2 x Cabin, 2 x Head, 3 x Showers, Bow Thruster, Bow seating & Sundeck, Galley Induction 2 ring burner, Convection Microwave, 2 Drawer Fridge Freezer, Raymarine Chartplotter, Raymarine VHF Radio, Fusion Multizone Stereo system with Bluetooth, Generator, Air Conditioning, Beach Mode drop sides and much more +++

Call for more information: 023 8045 6544

2016 Bavaria Sport 360 Coupe

2 x Volvo D3 220hp Shaft Drive, 2 cabins, 1 x Head with Shower, Stern Shower on Bathing platform, Ceramic Stove Top, Refirgerator, Sink, Heating, Garmin Navigational Aids, Fusion Stereo system, Bow Thruster +++

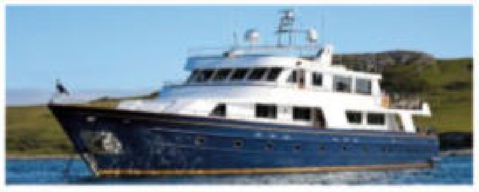
£199,995

2008 Nord West 390 Flybridge

2 x Volvo Penta D6 370hp 3 x Cabins, 1 x Head with shower, Galley with oven and fridge, U- Shaped seating in salon, Generator, VHF Radio, Flybridge and stern additional driving positions, sun deck and stern seating area +++

£199,950

1999 32m Custom Super Yacht



2 x Caterpillar 450hp Engines, Flybridge Accom for 12 guests, 9 x Heads, Crew quarters for 5, fully equipped Galley, Bow & Stern Thrusters, Air Con, 2 x Generators, Water Maker, RM Plotter & VHF, Stereo Radio system, Tender, Crane +++

£1,650,000

2012 Sealine SC35

2 x Volvo Penta D4 260hp 2 x Cabins, 1 x Head, Bow Thruster, Eberspacher Heating, Raymarine Hybridtouch GPS Plotter & VHF, Fusion Stereo, Fully equipped galley, New Canopies and windscreen covers and much more +++

£224,995

2012 Grandezza 27

1 x Volvo Penta D4 260hp Sleeps 4, Bow Thruster, 1 x Head and shower, Raymarine GPS Plotter, VHF Radio, Stereo system, Grill and Fridge, Glass Sunroof, Well equiped galley and Storage facilities, Warranty Included +++

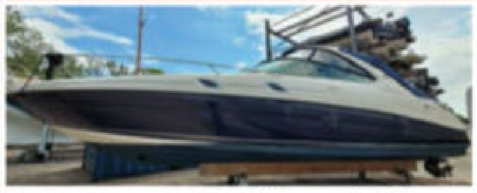
£99,950

2022 Galeon Galia 750 HT

1 x Suzuki DF200APX 200hp, 1 x Cabin, Toilet, Draw Fridge, Spirit Cooker, Bow Thruster, Deck shower, Water heater, AFT Plexi & Stainless Steel Door, Radio MP3, USB, iPod docking station, RM Chart/ Fish finder, Rod Holders, VHF radio +++

£144,250

2010 Sea Ray 305 Sundancer



2 x MerCruiser 5.0L MPI Bravo III 260hp 1 x Head, Sleeps 4, 2 x Showers, Bow Thruster, Raymarine Plotter, Generator, Fusion Stereo system, 2 x Refridgerators, Microwave, VHF Radio, TV, Extened Swim Platform, Trim Tabs +++

£117,500

2023 Aquila 44 Yacht

2 x Volvo Penta D4 230hp, 3, Cabins, 3 Heads, 4 Showers, Bow Thruster, Bow Seating and Sundeck, Fully fitted Galley, RM Chartplotter, RM VHF Radio, Fusion Multizone Stereo system with Bluetooth, LCD TV, Wet bar on Flybridge +++

£1,321,177

GALEON YACHTS AQUILA GALIA Boats & Yachts WARRANTY Approved Partner Outstanding Customer Service

Solent Motor Yachts has a wide range of new and used power boats for sale
As an official dealer for Azimut Yachts, we are proud to offer their exceptional range of new boats from 34ft to 134ft
Contact us for further information on 01489 886663

Solent
MOTOR**YACHTS**
on your wavelength

2021 Azimut Flybridge 50
£1,199,950

2017 Princess V58,
£999,950

Fairline Squadron 58
£699,950 ex vat

2022 Azimut Magellano 43
£679,635 ex vat

2014 Monte Carlo MC5
£534,950

2020 Princess V40
£519,950

2010 Princess V56
£479,950

2009 Fairline Targa 44 GT
£259,950

2000 Princess 45
£219,950

Solent Motor Yachts
Hamble River Boat Yard, Bridge Road, Swanwick,
Southampton, Hampshire SO31 7EB
+44 (0) 1489 886663 | +44 (0) 7917 148807
sales@solentmotoryachts.com | www.solentmotoryachts.com

AZIMUT
YACHTS
OFFICIAL DEALER

live the dream
tbsboats
PENTON HOOK HAMBLE

- Official UK Distributor of Sealine Yachts, Ryck, Cranchi & Quicksilver boats
- Open 7 days a week
- Over 60 pre-owned boats for sale
- Professional advice from our experienced sales teams
- Part Exchange considered
- Marine finance and insurance available

SEALINE

Sealine C335
2023 - IN STOCK
SOUTH COAST

CRANCHI
Boatbuilder since 1870

CRANCHI Z35
2023 - IN STOCK
THAMES OFFICE

UK DISTRIBUTORS FOR THESE FOUR EXCITING BRANDS
BOATS RANGING FROM 5 TO 24 METRES

SEALINE RYCK QUICKSILVER® CRANCHI® Boatbuilder since 1870

THAMES OFFICE:
TBS Boats Penton Hook
T: 01932 570055
E: penton@tbsboats.com
Penton Hook Marina, Staines Road,
Chertsey, Surrey, KT16 8PQ

SOUTH COAST OFFICE:
TBS Boats Hamble
T: 02380 458524
E: sales@tbsboats.com
Mercury Yacht Harbour, Satchell Lane,
Hamble, Hants, SO31 4HQ

View all our boats for sale on www.tbsboats.com

NYA

NORFOLK YACHT AGENCY

AGENTS FOR:

HAINES

OVER 100 BOATS ON SITE

View our complete range on-line at nya.co.uk

SEALINE C335

£339,950

Sealine C335 – 2022 – Powered by 2 x Volvo D3 220hp diesel engines through sterndrives. Luxury 4 berth accommodation over two cabins with occasional double berth in Saloon. High Specification including Bow thruster, electric sunroof to Wheelhouse & Side door, Eberspacher heating, Fischer Panda 4000s neo generator, A stunning example of these versatile Sports cruisers, lightly used & offering impressive performance coupled with comfortable cruising.

LYING NYA BRUNDALL - NYH114047 - P/EX POSSIBLE

SEALINE T50

£299,950

Sealine T50 – 2006 – Powered by 2 x Volvo D9 575hp diesel engines through shaft drive. A spacious 6 berth accommodation over 3 cabins. Highly specified with bow and stern thrusters, 11kw generator, warm air heating, reverse cycle air conditioning, dishwasher, A striking and sought after Flybridge motor cruiser with impressive performance, offering unrivaled accommodation in its class.

CONTACT NYA BRUNDALL - NYB113772 - P/EX POSSIBLE

SEALINE S48

£185,000

SEALINE S48 – 2005 – Powered by twin Volvo TAMD75 EDC 480hp diesels. Cavernous 4 berth accommodation comprising of two island double berths. Very well specified to include; Bow and stern thrusters, Kohler generator, Eberspacher warm air heating in cabins, Webasto heating in cockpit, washer/dryer, Fully prepared by our service centre. NYA Stock with 3 month major mechanical fault warranty on the engine and gearbox.

LYING NYA BRUNDALL - NYB114605 - P/EX POSSIBLE

Brundall Office Brundall Bay Marina, Brundall, Norfolk NR13 5PN
T: 01603 713434 F: 01603 713143 E: boats@nya.co.uk

SUNSEEKER PORTOFINO 53

£320,000

Sunseeker Portofino 53 – 2004 – 2 x Volvo D12 715hp engines. 3 cabin accommodation including a large island double berth. Beautifully finished in high gloss cherry with leather upholstery. The spec includes – AIS, air con, bow and stern thrusters, 9Kw generator. A stunning example that has been very well maintained during her current ownership with no expense spared. This has to be the best example on the market today!

LYING NYA BRUNDALL - NYB114195 - P/EX POSSIBLE

HAINES 32 SEDAN

£259,950

HAINES 32 Sedan – 2021 – Nanni N4.50 47.5hp with just 23 hours use! Never slept on or showered in!! The current retail value of this boat is approaching £300,000. Sporting a walnut hardwood interior, Ultraleather saloon upholstery, bow thruster, victron inverter, side door & the pop-up navigators' seat, this craft boasts a high specification and particularly tasteful colour choices. She really is 'as new'. Call for more details or to arrange a viewing!

LYING NYA HORNING - NYH113935 - P/EX POSSIBLE

PRINCESS 55

£169,950

Princess 55 – 1987 – Powered by upgraded twin FPT N67 450hp diesel engines through shafts, fitted in 2014. Accommodating up to 8 over 3 cabins and Saloon An envious specification including bow and stern thrusters, generator, 3kw inverter Raymarine Axiom plotters to upper and lower helms, Raymarine Autopilot, washing machine and dryer. A one of a kind example of the impressive Princess 55.

LYING NYA BRUNDALL - NYB110313 - P/EX POSSIBLE

Horning Office Ferry Rd, Lower Street, Horning, Norfolk NR12 8PS
T: 01603 211033 F: 01692 630077 E: horning-boats@nya.co.uk

PLEASE NOTE: ALL PRICES CORRECT AT TIME OF GOING TO PRESS

OFFSHORE POWERBOATS LTD

AXOPAR FLIPPER NIMBUS PARAGON YACHTS

UK, Channel Island & Ireland agents for Flipper, Nimbus & Paragon Yachts.

Axopar Boats UK dealer since 2014.

AXOPAR 37 CABIN 2020
Fitted with 2 x Mercury 300HP.
Engine hours at 145.
£239,950 VAT PAID
Lymington

AXOPAR 37 XC 2021
Fitted with twin Mercury 300HP engines.
£239,950 VAT PAID
Lymington

NIMBUS COMMUTER 9
2019 model. Fitted with 1 x Mercury Verado 300HP.
£147,950 VAT PAID
Lymington

NIMBUS TENDER 11
2021 model. Fitted with 2 x Mercury Verado 300HP.
£300,000 EX. VAT
Guernsey

NIMBUS 405 FLY
2018 model. Fitted with twin Volvo Penta D4-300HP.
£419,950 VAT PAID
Torquay

Axopar, Nimbus & Paragon Yachts always required. Please contact us if you are considering selling your boat. In most cases, we have customers waiting.

Offshore Powerboats Ltd

Lymington Yacht Haven, Kings Saltern Road, Lymington, Hampshire, SO41 3QD
+44 (0) 1590 677955 / enquiries@offshorepowerboats.co.uk / www.offshorepowerboats.co.uk

Advertisement

Could you save on your household bills?

If you're looking for an easy way to save money on your household bills, what better way than to compare prices and policies with GoCompare.

From car insurance and home insurance, to travel insurance and broadband, you can compare quotes for over 40 products. Now that's something to sing and dance about.

GoCompare

Motor Boat and Yachting and GoCompare.com are both Future Plc brands

REFIT SPECIALISTS

SY
New boat quality at pre-owned prices
By THE leading refit specialist

SETAG

YACHTS

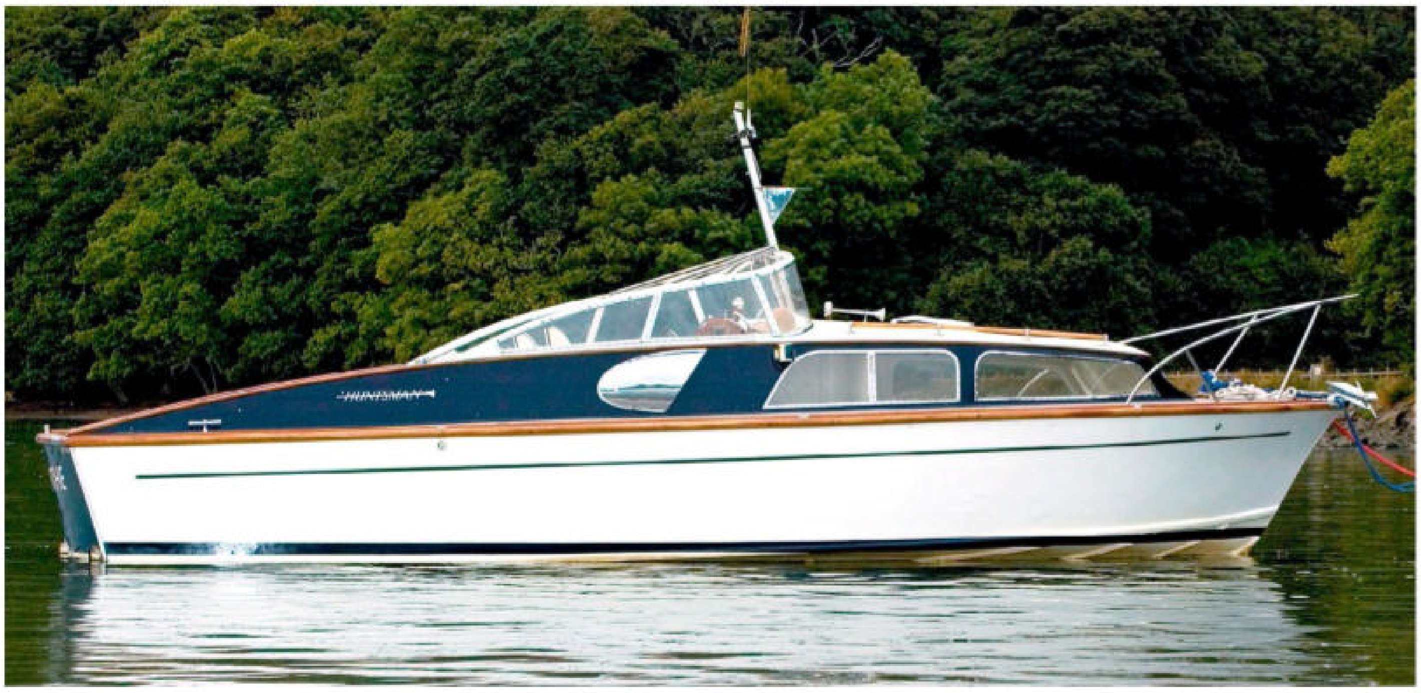
↑ View the full interior refit of our remastered TOMAHAWK 37 online

setagyachts.com

THE WORLD'S COOLEST BOATS

FAIREY HUNTSMAN

COOL RATING IF IT'S COOL ENOUGH FOR BOND...



Say "classic car" and 90 per cent of car enthusiasts will immediately think of a Jaguar E Type. Say "classic boat" to a powerboat fan and nine times out of 10, the Fairey Huntsman will spring to mind. It really is that iconic a vessel.

The story begins back in the 1940s. With World War Two drawing to a close, aircraft manufacturer the Fairey Aviation Company Ltd was looking to diversify. Founder Charles Richard Fairey (later Sir Richard Fairey) was a keen sailor, as was managing director Chichester-Smith, who also happened to be a good friend of Olympic yachtsman Charles Currey. So it wasn't a huge stretch of their collective imagination to take some of the techniques used in aviation at the time, such as the then-revolutionary hot-moulded vacuum process, and apply them to boat building. Fairey Marine was born.

Based on the River Hamble near Southampton, it began by building a series of sailing dinghies such as the Firefly and International 14 using the hot-moulding process. Essentially, this involved bending layers of thin wood veneers over a pre-formed buck, which were then bonded together in a big oven to create a strong, light, rot-resistant hull that could be batch-produced in a factory. The dinghies were a success and a few years later, they diversified into larger sailing yachts, but it was in the 1960s that our story really begins.

A young naval architect called Alan Burnard was employed to evolve a Ray Hunt deep-vee design into a single-engined 23ft motor cruiser called the Huntress. Launched in 1959, it was followed a year later by the 28ft Huntsman. Similar in concept, the extra length gave it even more elegant lines and created space for twin 145hp Perkins diesel engines. Both the Huntress and Huntsman soon found fame on the big screen, starring alongside Sean Connery in the Bond movie *From Russia With Love*. In 1967 the original Huntsman 28 evolved into the Huntsman 31 with the addition of an aft cabin.

Although developed as a fast cruiser, the Huntsman also turned out to be a formidable race boat, proving itself in competition. Huntsmen competed successfully in nearly all the major endurance races of the era including the Cowes-Torquay, Round Britain, and London to Monte Carlo races. Sadly, Fairey Marine went into receivership in 1975, although its legacy lives on in recent reincarnations such as the Supermarine Spearfish 32.

RIGHT: The Fairey Huntsman just looks right from every angle and performs like a thoroughbred too

ABOVE: Like all true classics, the appeal runs far deeper than aesthetics – it proved to be a formidable race boat

YEAR 1960 **LOA** 28ft 0in (8.53m) **BEAM** 8ft 10in (2.7m) **POWER** Twin Perkins T6354 145 hp 5.95 litre turbo diesel
SPEED 30 knots **PRICE** when launched: approx £5,000

IT'S TIME TO BELIEVE THE PERFECT YACHT CAN EXIST.

IT'S TIME FOR THE PHANTOM 65.

Some say a phantom cannot be real and can only exist in one's mind. We say otherwise. We say it's time luxury and exhilaration became one. It's time for the Phantom 65.

Inspired by the award-winning design of our Targa 65, the latest addition to the Fairline family raises the bar on every level. Within every line, every detail and every feature, you'll find the perfect balance of unparalleled calm and unrivalled excitement.

So, if you're ready to believe in a yacht like no other, you're ready for the Phantom 65.

WINNER 2022 WORLD YACHTS TROPHIES BEST EXTERIOR DESIGN

2022 WORLD YACHTS

21st edition

Ask your local Fairline dealer for more information.

fairline.com

FAIRLINE

circular.agency

PARDO
YACHTS

A DIFFERENT STORY.

ENDURANCE 60

WALKAROUND P38 P43 P50 P75 COMING SOON
GT GT52 NEW 2022 GT75 NEW 2023
ENDURANCE E60 E70 COMING SOON

Discover more at
www.pardoyachts.com

Argo Yachting
Swanwick Marina | Southampton
sales@argopardo.com
+44 (0) 1489 885656

CANTIERE DEL PARDO

9001
9000